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AMERICAN MERCHANT SHIPS

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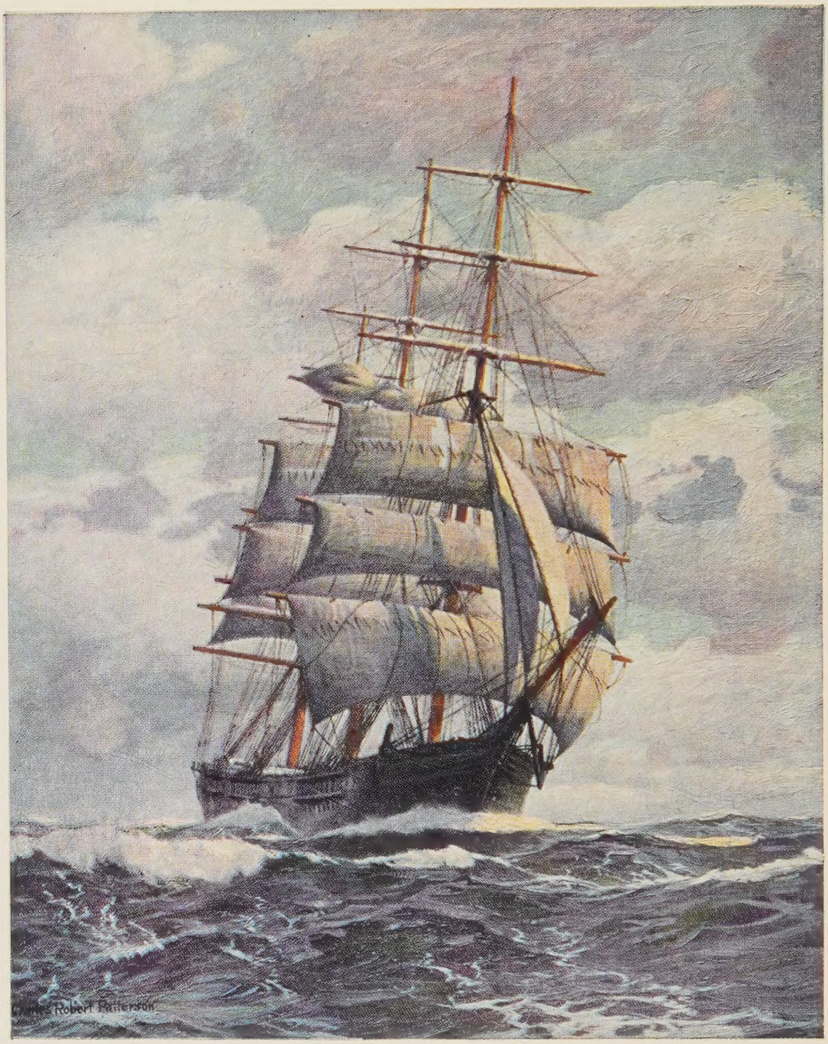
Charles Robert Patterson

A. J. FULLER, 1782 TONS, BUILT AT BATH, MAINE, IN 1881

From an oil painting by Charles R. Patterson

Courtesy Columbia Rope Company, Auburn, New York

AMERICAN MERCHANT SHIPS

1850-1900

By

FREDERICK C. MATTHEWS

SALEM, MASSACHUSETTS
MARINE RESEARCH SOCIETY
1930

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In Loving Memory of
My Wife
Who Unselfishly Aided Me
To Realize My Life-Long Ambition
Yet did not Live to See its Consummation
This Volume is Dedicated

INTRODUCTION

THIS volume records the history of well-known sailing vessels and supplements "American Clipper Ships," published in 1926-1927 by the Marine Research Society. A considerable portion of the contents of this volume was gathered contemporaneously with the incidents described. Many of the accounts have been reviewed by builders, owners or captains, or their family connections, and every effort has been made to have all statements correct and authoritative. It would, however, be assuming too much to hope that no errors have crept in and the author will be obliged if his attention is called to such or to omissions so that they may be noted in a future volume. He has been a keen student of the American sailing ship since its most flourishing period and knew many of the ships described in the following pages.

The vessels here described were worthy successors of the old-time "clippers" which, prior to the year 1855, had been built to make speedy passages without regard to their carrying capacity. Those of later date were constructed to carry much larger cargoes proportionate to registered tonnage and while not having very fine lines, yet were well modeled and in many instances made voyages closely approximating in length those of their illustrious predecessors although they were sailed in a more rational manner. The late Capt. William Lester, of the fine ship *Gov. Goodwin*, at one time chief mate and the later master of the celebrated clipper *Pampero*, related that, when the latter ship left port she always had three complete extra sets of light spars and it was expected that these would be used up on the voyage. The first commander of the ship, Capt. Calvin Coggin, when a fair wind was breezing up, would come on deck in his little tight jacket and standing to windward holding on to the royal backstay, would talk to himself, "Blow, good wind, blow! Hold, good spars, hold!" This would continue until something carried away when he would say, "Rig her up, Mr. Lester; rig her up." Once when the ship had topgallant studding sails rigged out on both sides, all three topgallant masts were carried away and several days were required before everything was again made shipshape. All this, in efforts to make short passages. The motto was "What she can't carry, she can drag." Later-day ships were sailed on different principles and while there was much "carrying on" done, yet loss of sails or spars was generally due to unforseen sudden squalls.

As a rule statistics are not of interest save to students but in the present volume some are unavoidable. The following are given as showing how closely some of the later-day ships approached the records of the famous clippers, such names of the latter as are used being those which were considered the fastest of their class. The seven passages made by Captain Wilbur in the *M. P. Grace*, averaging 115 days, and the five made by Captain Nichols in the *S. P. Hitchcock*, in 111 days, compare very favorably with the eight made by the *Mary L. Sutton*, 118½ days, and by the *Ocean Telegraph*, 121 days. The sixteen passages made by the *Jabez Howes*, at an average of 124 days, and the fourteen made by the *Henry B. Hyde*, in the same time, may be placed against the 125 day average made by the *Sea Serpent* and the *Herald of the Morning*, each making fourteen runs. The *Seminole's* twenty passages, made in an average of 126 days, are longer by only eight days than the same number made by the celebrated *Young America*. All referred to were between New York and San Francisco.

The author is indebted to too many kind friends to be enabled to mention all their names. Special acknowledgment, however, is made to Roger D. Lapham, Esq., President of the American-Hawaiian Steamship Company, for such assistance as rendered possible the publication of this volume. Mr. Lapham is descended from a race of clipper shipowners and is an enthusiast on the subject of the former American merchant sailing ship. Among others who are deeply interested in the matter and who have rendered much aid are Amos D. Carver, New York; George Wharton Rice, West Southport, Me.; Judge John H. Sullivan, Searsport, Me.; Horatio Hathaway, Esq., Boston; Samuel S. Sewall, Esq., Redlands, Cal.; W. B. Sturtevant, Boston; Mark W. Hennessy, Bath, Me.; Wm. C. S. Ingraham, Yarmouth, Me.; Wm. J. Murray, San Francisco; and Edwin M. Coffin, Newburyport, Mass.

Capt. Charles M. Nichols, Searsport, has been a veritable mine for reminiscences of ships and their masters. Capt. Frederick Wm. Wallace, Gardenvale, Canada, the authority on colonial-built ships and the author of "Wooden Ships and Iron Men" and other books describing them; Capt. P. B. Blanchard, New York; Capt. Charles C. Oakes, Santa Ana, Cal.; and the late Capt. Robert M. Tapley, Portland, Me., have also rendered valuable assistance. Thanks are also given to descendants of many old-time deep-water sailing-ship masters.

Appreciation for the color-plates from which the frontispiece was printed is extended to the Columbia Rope Company, Auburn, N. Y.; to Charles Robert Patterson, New York, for photographic reproductions of his beautiful, life-like ship paintings; and to Edward S. Clark and the Fireman's Fund Insurance Company, both of San Francisco, for the loan of rare photographs taken from life.

FREDERICK C. MATTHEWS.

San Francisco, California
July 24, 1930

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AMERICAN MERCHANT SHIPS

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A. G. ROPES

THE ship *A. G. Ropes* was named after Albert G. Ropes, a partner with his father-in-law Isaac F. Chapman, in the firm of I. F. Chapman & Co., shipping merchants of New York, who also had a shipbuilding yard at Bath, Maine. Mr. Chapman had established the firm after severing relations with his brother, Benjamin Flint, in the former partnership of Chapman & Flint. After the death of Mr. Chapman in January, 1895, Mr. Ropes conducted the business until the days of sailing ships were over.

The *A. G. Ropes* was built in the firm's shipyard, for their own account by their master builder John McDonald, and was launched in November, 1884. Her dimensions were 258 feet, by 44:7, by 28:5 and she registered 2342 tons. She was built for the California trade and aside from a few voyages with case oil to the Orient, her career was spent on the run between New York, San Francisco and Great Britain.

The sailing record of the *Ropes* is good. The average of her passages from New York to San Francisco is 120 days, the two fastest being 104 and 107 days and the slowest 138 days. Of her runs from San Francisco to Great Britain, one was made in 104 days, two in 106 days, and the average of the nine she made is 117 days. Her two runs to New York were made in 93 and 107 days, respectively. On the first of these she was in ballast and sailed from San Francisco in company with the *Benjamin F. Packard* which carried a general cargo. Off Cape Horn the *Ropes* picked up the crew of the abandoned British bark *Glenperis* and hove to off Pernambuco to land them, 27 days later. She reached New York one day ahead of the *Packard*, whose time was 94 days although in many lists of fast passages it has been incorrectly reported as 83 days. Captain Rivers, of the *Ropes*, was awarded a gold watch by the British Government and his officers and four seamen received gold or silver medals, the rescue of the *Glenperis'* crew having been attended with great risk.

In 1885-1886 the *Ropes* was 104 days from San Francisco to Cork, 19 days from Liverpool to New York, and thence 104 days back to San Francisco, a total of 227 sailing days on the round voyage. On the passage from Liverpool to New York, she left port in company with the ship *Commodore T. H. Allen.* They met at sea and were together for six days on one stretch, finally reaching port the same day, the *Allen* claiming to have won the "race" by four hours on the 19 day run. In 1889 the *Ropes* had a tedious time in the North Atlantic, on her way to San Francisco, and her prospects looked very poor for making any kind of a passage when she was fallen in with the ship *Elizabeth,* bound on a similar voyage. The latter had made much better time than the *Ropes* and it was expected that her passage would be much the shorter, but after the ships parted company, the luck of the *Ropes* changed and how she finally beat the *Elizabeth* is told in the account of that ship.

On July 12, 1888, the *Ropes* left New York for San Francisco and nine days later put into Provincetown with the loss of two topgallant masts with everything attached and also the flying jibboom, there being in all, 19 spars carried away. Repairs were made at Provincetown and the passage thence to San Francisco was made in 110 days. In 1899-1900, the last Cape Horn voyage the ship made to San Francisco, Captain Rivers experienced worse winds and weather than he had ever met in his half century at sea. Incidents of the passage were the long calms on the Line in the Atlantic, the twisting off of the ship's rudder-head near Cape Horn, a narrow escape from going ashore on the Falkland Islands, crashing through floating ice and dodging icebergs in a high latitude, and finally having to turn about and circle the globe by rounding the Cape of Good Hope to get to San Francisco. Captain Rivers' report stated that the rudder-head was twisted off in a heavy gale off Cape Horn and a few hours later the monkey tiller became practically worthless. By careful navigation the ship was worked to the Falkland Islands and was anchored off Port William. There was no way to get to Port Stanley without towage assistance and no such was available. The vessel was practically helpless and the weather very rough. Oil bags were hung over the stern and comparatively smooth water resulted, allowing the men to work at intervals. Heavy spars were bolted to the deck projecting some five feet either side; the main tiller was shipped instead of the monkey tiller and tackles were run connecting this with the wheel. Eleven days later the anchors were raised and the voyage resumed but by a course via the Cape of Good Hope. Two weeks later much floating ice and a large number of icebergs were fallen in with, the weather being very cold, with thick fogs and blinding snow storms, the ship then being in latitude 51° south. Off Kergulen Island easterly winds were met, with two heavy gales in close succession for five days. Thereafter, however, nothing unusual occurred and the ship made port at San Francisco, Feb. 21, 1900, after a passage of 204 days from New York and 104 days from the Falkland Islands.

In 1901, on the voyage from New York to Yokohama, thence to San Francisco, the *Ropes* had neither a first nor a second mate. No certificated men were obtainable when the ship sailed, so Captain Rivers put to sea with only eight white men, the rest of the crew being Japanese. A young Scotchman with a slight knowledge of navigation acted as mate, calling Captain Rivers when he thought the latter's presence necessary. Many times the Captain was on duty for 24 hours at a stretch and from early in the morning of September 3rd until arriving at San Francisco the evening of the 6th, he did not turn in at all.

Referring to the way in which American ships were handled at sea the following complimentary remarks from an officer of the British ship *Adriatic,* then on a passage from the West Coast of South America to the Mediterranean, is of interest: "I had the pleasure of witnessing a smart bit of seamanship during a squall in the southeast trades. A little bark was to leeward of us and a big Yankee ship, the *A. G. Ropes,* was passing us to windward. When the squall came up we lowered our royals and eased the topgallant halliards. The big Yankee clewed up his skysails and royals all together as if he was a frigate with a wartime crew and set them a few minutes later, all royals together and all skysails together. The little bark to leeward didn't touch anything and the squall took the maintopgallant mast out of her."

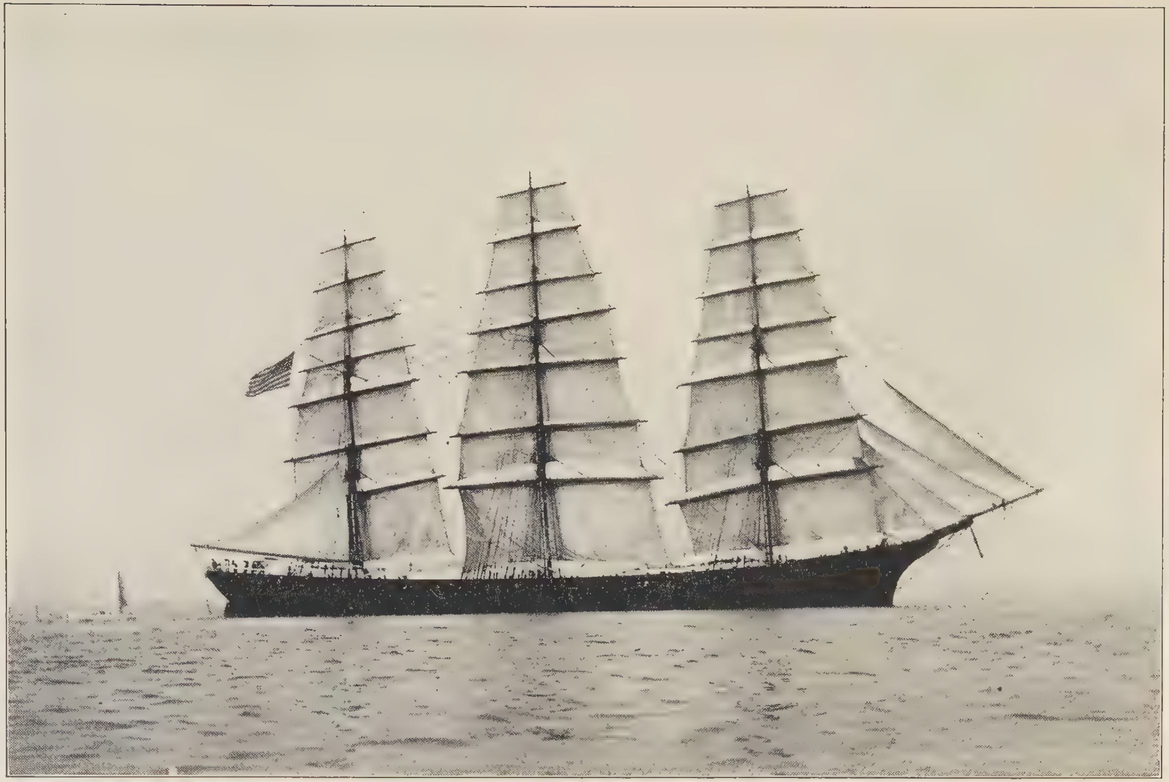
In August, 1905, the *Ropes,* bound to Baltimore from Hong Kong, was towed into Kobe, dismasted and with her hull badly damaged by a typhoon. As the cost of repairs was estimated at from $35,000 to $40,000, Captain Rivers rigged her up as best he could and made the passage home to New York under sail, partly jury-rigged, so to speak. After her arrival in May, 1906, she was sold to Lewis Luckenbach and converted into a barge. On Dec. 26, 1913, she was lost, with her crew of three men, at Forked River, N. J.

Capt. David H. Rivers was a native of Thomaston, Maine, and started sea life as a boy in one of Chapman & Flint's vessels. He was mate of the ship *St. John,* under Capt. James F. Chapman, until the latter retired from sea life in 1873 to engage in the shipping business in San Francisco. Captain Rivers was then appointed to command the ship, but after making one voyage, he was transferred to the *St. Lucie* in which he continued some eight years. He then made two voyages in the ship *Santa Clara,* leaving her to take the *A. G. Ropes* when new and except for two voyages, when he stayed ashore for a vacation, he was continuously in that ship during her whole sea life. After her sale in 1906 he retired and bought a home in San Diego, California, where, a few years later, he dropped dead on the street from heart failure.

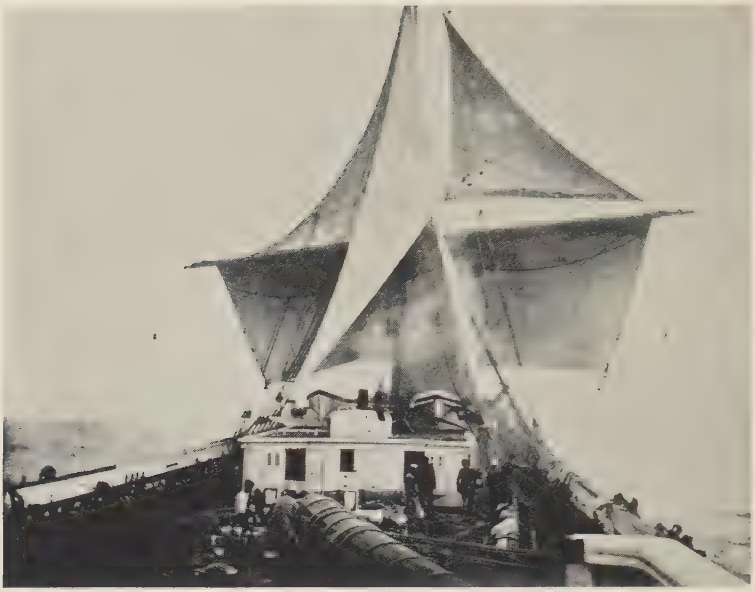
After his arrival at Liverpool, in June, 1890, from San Francisco, Captain Rivers sent a friend an account of his passage, which, as it is an excellent showing of conditions prevailing on sailing ships at that period, is herewith quoted in full. The letter is a sort of log and was written at different dates while at sea, at leisure. On that particular passage the *Ropes* left San Francisco Jan. 21, 1890.

"Feb. 11, 1890. Latitude 1° north, longitude 125°:20′ west. As we divide these long passages such as this one from San Francisco to Liverpool, into five sections, I will make the first section from San Francisco to the equator in the Pacific; second, thence to 50 degrees south latitude; third, thence to 50 degrees south, Atlantic; fourth, thence to the equator in the Atlantic; fifth, thence to Liverpool. At this writing we are near the equator in the Pacific and if our breeze holds we shall cross Old Neptune's domains by midnight. This will be the forty-eighth time I have crossed the equator, so I feel as though I had a few barnacles on my back from subjection to the salt water. We sailed out of the Golden Gate on January 21, towed out over the bar and found a dead calm awaiting us and, for company, several vessels that had started at about the same time; and, as the tugs left us near together, and we had no motive power in the wind, the situation gave me a chance to practice some of my seamanship in keeping out of a collision with some of them. One of them, a bark, got uncomfortably near me. I had a slight air, braced our yards aback and cleared her by going astern. After twelve hours of calm it breezed up from the south, which was a head wind, and finally it blew hard, knocking up a rough sea and a strong current setting north. After four days we had not progressed more than 100 miles from 'Frisco (as the sailors call it). In seven days we were not over one good day's run from port. This adverse wind made us a bad start and if my courage had not become hardened I would have become discouraged. Finally we had a fair wind and now, 21 days out, we are near the 'line.' A ship leaving port a week after me would be about as far along on her journey as I am, with seven days less to count on a passage. Now, as I have several competitors that I know will start about a week behind me, it will keep me scratching to keep out of their way. My average passage for four voyages from 'Frisco to the equator in this ship, is 21 days, so I am really not much behind. My best time was 16 days and my longest was 31 days. The first two weeks at sea is generally the hardest on the captain, as I have a new set of Dagoes to get under discipline and whether I am a good fellow or not, I have to act the part of a tyrant. If a captain undertakes to use this foreign element, which we have in our sailors, half way decent, they will have full charge of the ship in no time. We are 34 souls aboard—that is, providing all the sailors possess souls. My family, the mate and the sailmaker are the only Americans; the second mate is a Swede; the third mate, Scotch; boatswain, Irish; carpenter, Danish; steward, German; cook, Irish; the balance of the crew are of all sorts, even to a Maltese. All of my officers are men of experience and ability. Out of my seventeen able-bodied seamen, there are only four than can do a decent job of rigging, and I have disrated several of those claiming to be able-bodied to the rank of ordinary seamen, which reduces their pay from $20 to $15 per month. The crew I had on my outward passage, just before leaving the ship in port, cut my sails and rigging, knocked holes in the water casks and did other damage that would not be found until after they had been paid off. These men had been well treated and well fed. So you see we have anarchists away out on the ocean, and these conditions make me feel like a foreigner, even on my own ship, though she sails under the Stars and Stripes. It has become so that the dangerous element of aliens are crowding us natives out of our own country, and unless some legislation is brought to bear to stem this dangerous tide of immigration our freedom as a people will be taken from us by the prospective majority.

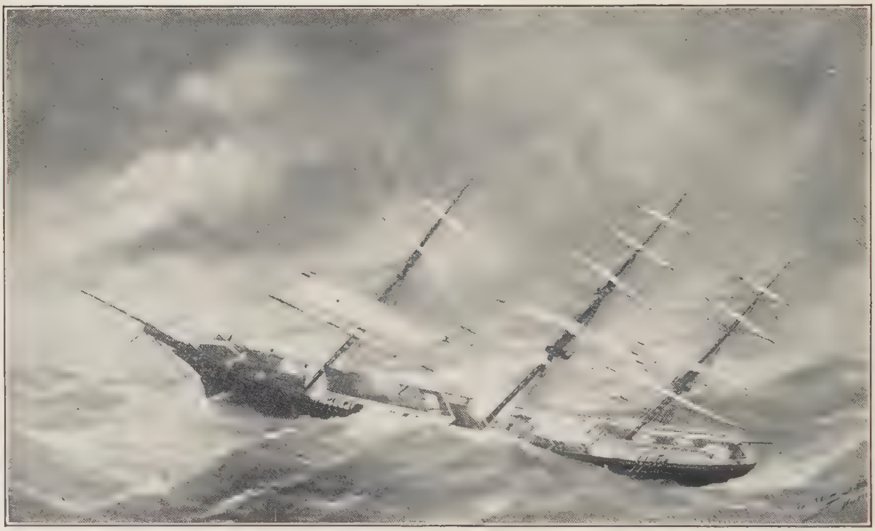
"Now in regard to how we spend our time. In addition to sailing, we have made upper and lower mizzen topsails and repaired several sails, in the sailmaker's department. We have scrubbed all the paintwork, cleaned and oiled the decks and tops of the houses, set up the fore rigging, repaired all the chafes aloft and at this writing we are pumice-stoning the ship on the outside and tarring the rigging. We have a large amount of steel wire running rigging, wire rope also on the sails on the foot, head and leeches, made of specially fine wires so that they are nearly as pliable as manila roping. Our carpenter is building two miniature lighthouses to go on the forecastle head. The maritime nations have made it a law for all seagoing vessels to carry their side lights forward instead of in the mizzen rigging. I am somewhat of a climber and often get up to the skysail yard. There is about $25,000 to $30,000 worth of sails, spars and rigging above the ship's deck and I think these things worth looking after. When the men suspect that the 'old man' is going to see what is done up aloft they do their best to keep out of trouble, for if I find anything wrong there is a calling to account upon my arrival on deck, and if you should meet me on one of these occasions you would not consider me much of a saint.



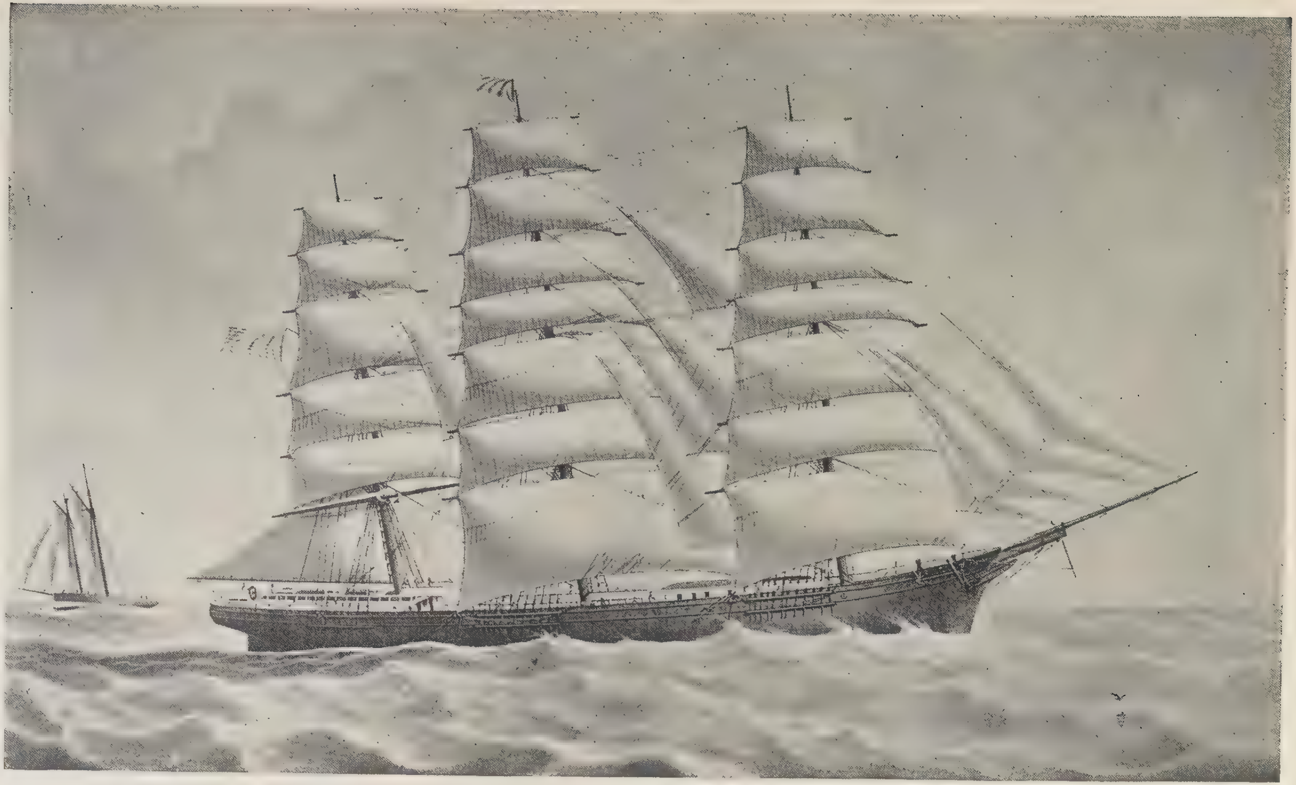
"A. G. ROPES," 2342 TONS, BUILT AT BATH, MAINE, IN 1884



"A. G. ROPES," 2342 TONS, BUILT AT BATH, MAINE, IN 1884
Showing her under jury-rig, after dismasting in a typhoon in 1905
Courtesy Edward S. Clark

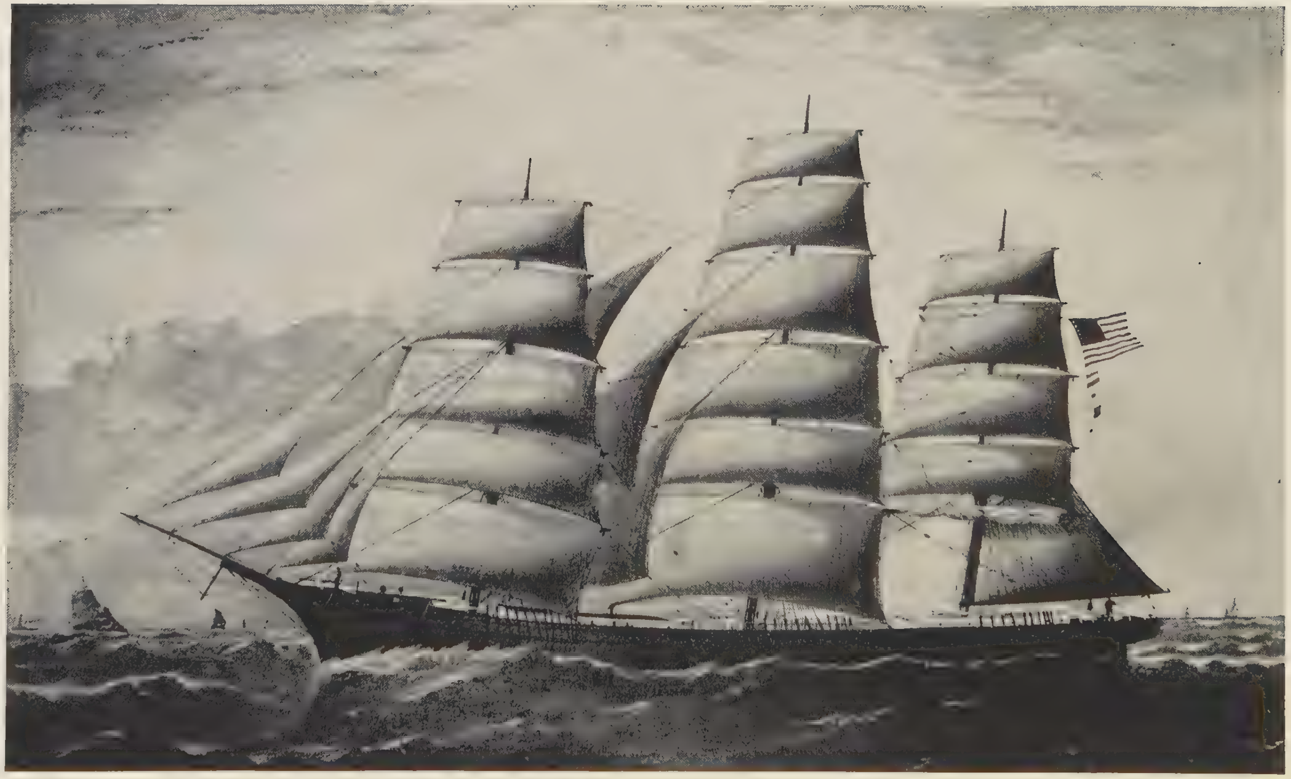


"ABNER I. BENYON," 1955 TONS, BUILT AT THOMASTON, MAINE, IN 1874
From a painting by Ed. Adam, Havre, 1889, showing the ship in a hurricane on April 16, 1881



"ADMIRAL," 2212 TONS, BUILT AT YARMOUTH, MAINE, IN 1875

From an oil painting. Photograph by George E. Noyes, Newburyport



"ALFRED D. SNOW," 1987 TONS, BUILT AT THOMASTON, MAINE, IN 1877

From an oil painting by W. H. York, 1886. Photograph by George E. Noyes, Newburyport

"Second section: date, March 7, 1890. We are now at 50 degrees, South Pacific. We had a very good southeast trade wind, and with the exception of my being obliged to chastise two of the crew, nothing of importance took place until we reached Pitcairn's Island on February 21st at 4 o'clock in the morning. We stood off and on until daylight when I made out some houses on shore and an English flag. Soon after, two boats came off under sail and at 7 o'clock we greeted on board our ship, Mr. McCoy, the king, and sixteen others, Adamses, Christians, Youngs, etc. The magistrate was among the visitors. I had stopped here five years before so was no stranger to them. They brought to us sixteen bunches of bananas, thirty-five pumpkins or squashes, seventy oranges, twelve pineapples, fifty lemons, one and a half bushels of limes, several handbaskets made by the women and a very handsome bouquet of flowers for Mrs. Rivers. In return we gave them one barrel of bread, one peck of peas, one peck of beans, some sugar, tea, coffee and soap, several jars of jams and fruit, some nuts, fancy crackers, salt, chisels, fish-hooks, a lot of reading matter, shoes, slippers, some old clothing, twelve pairs drill pants, condensed milk, Friar's Balsam, and other medicines, window-glass, nails, twine, ducking, etc. You would be amused to listen to their wants. As I had a fair wind and would not stop long they begged fast and hard and left at 8:20 and as they were leaving our ship's side they sang "Beulah Land" in such a manner as to send a thrill of devotion through us all. They were well pleased with what they got from us and we were pleased with the fruit after being thirty-two days at sea. Our bananas lasted fifteen days and we shall have enough squash till we get to England. We have some of the oranges still and they don't go amiss off Cape Horn. And such oranges: in fact everything that grows on that little island is the best in the world. We learned that there are 124 souls on the island now. The last death was two years ago by reason of an accident. It is eight years since they had a death from sickness. They are a happy little people, take life very easy and one of them told me that they considered themselves the richest people in the world. Mr. McCoy, their king, went to Europe a few years ago on the ship *Harvey Mills*. He went to Liverpool, New York, San

Francisco, and returned to the island more content to remain there than before he left it. It breaks the monotony of these long voyages to stop at an island and I have no doubt it is a blessing to these people, as it is the only chance they have to get anything from the outside world. The only foreigner on the island now is an old man from Boston, who went there some years ago with a shipwrecked crew and when the others had a chance to leave he decided to remain. This is only a natural course of events, as the island would not be complete until it could boast of having a man from Boston. If the north pole is ever reached, there will be found a man from Boston, and if Jules Verne, in writing of the center of the earth, had only mentioned finding the man from Boston there, his book would have been more complete.

"Third section. Yesterday, March 19th, we crossed latitude 50 degrees, South Atlantic, thus ending this section. In writing the second section I dated back to when we crossed 50 degrees, South Pacific. It was blowing a gale with a very heavy sea and as our ship is loaded very deep, the draft being 26 feet 4 inches, we had some very heavy seas coming aboard and the 'old man' had to look after the steering, as serious damage is liable to occur to the deck works. You have doubtless read of the use of oil on troubled waters. Its use is becoming as common as the compass. No well-equipped ship goes to sea without a quantity of it on board. I have used it most of the time since crossing 50° Pacific and have left a track of oil the entire way. When running in a gale we fill canvas bags with oil and punch holes with a sail needle so that the oil runs out slowly. These bags are suspended from the catheads forward and souse in the water, and the effect is of the greatest benefit from the breaking of high waves. Our daily runs since we crossed 50° latitude, were as follows:—200 miles—245—247—203—206—207—170—162—142—223—273 and at one time we were sailing 12 to 13 knots and expect to make 275 miles this twenty-four hours. We passed Cape Horn, March 13th and passed within three miles of it and had a good opportunity to view this very familiar headland, this being the twenty-seventh time I have passed it, which should entitle me to a pension. Yesterday was my 40th birthday and as I had some cigars given to me in

'Frisco and as I do not smoke, I sent my cabin boy forward to treat all hands to two each. They returned many thanks and wished many happy returns of the day. Now that looks as though I was a popular and model captain but I must give you all the facts. Only the day before we had a very heavy squall which carried away some of the sheets and the watch on deck not getting around very lively, I got down on the main deck amongst the men and knocked them helter skelter, and in doing so knocked my thumb out of joint and sprained my ankle in the bout, and here is an illustration of human nature. I have had only one good night's sleep since we arrived in this section. I might take in sail and go to bed and sleep but time is money, and if we are to make time I must keep awake and see that everything moves. Last night the boatswain fell on deck and cut his head so badly that I was called on to perform a surgical operation. Such is the life of a skipper.

"Fourth section: date, April 24, 1890. Latitude 1 degree, north; longitude, 31 degrees, 45 minutes, west. Here we are at last after the most tedious time I have ever spent, being 38 days from 50 degrees, South Atlantic, our average for the last 27 days being only sixty miles, all on account of continued northerly winds, light winds and calms, which have made me ugly through and through. We have tacked ship more times during the last 27 days than during my entire time the last three voyages. I have been busy substituting steel wire for manila rope in many places, have had the yards scraped bright and as we have twenty-one of them ranging from 32 feet to 90 feet in length and from 7 inches to 21 inches in diameter, you can imagine the job it has been. I have had the pins and sheaves of every block in the ship brought on the poop deck for my inspection and as there are about 20 blocks connected with the crossjack and crossjack yard alone, you can see it was no small undertaking. On every outward passage I have every piece of running rigging brought aft and I pass every foot of it through my own hands, being sure to make long passes on account of the great distance. I try not to make it worse by bringing the ship into port in a delapidated condition. We began painting the ship today, white inside. I have had the lower masts pumice-stoned so that they are as smooth as a table top.

"June 2, 1890, Liverpool. Well, I have got in port at last, 40 days from the equator, making the trip in 132 days, my longest trip in eight years."

Captain Rivers' prognostications of the probable result of his handicap in getting clear of the California Coast at the start of this voyage, turned out to be correct. The British ship *Queen's Island*, leaving San Francisco five days after him, arrived at Liverpool, June 5th, 130 days out, and the British ship *Carnarvonshire*, sailing eight days after the *Ropes*, reached Cork, June 2nd, after a passage of 124 days.

A. J. FULLER

THE three skysail-yard ship *A. J. Fuller* was named after Dr. A. J. Fuller, a prominent citizen of Bath, Maine, and a part owner in the vessel. She was owned principally by Flint & Co. of New York, who had her built in their shipyard at Bath, by their master builder John McDonald, and was launched on May 14, 1881. Her dimensions were, 229 feet, by 41, by 26 feet and she registered 1782 tons. With her graceful lines, tall tapering spars, spotlessly white paintwork about deck and brasswork shining like gold, she was as handsome and trim as any yacht. Her cabins were beautifully fitted up and were in every way a veritable cosy home for her commanders who were generally accompanied on their voyages by their families.

The *Fuller* was a good carrier, her dead weight cargoes generally being about 2700 tons. She has no noteworthy fast passages to her credit but her work averaged well. During her first eleven years of service she made ten passages from New York to San Francisco, the fastest of which was 116 days; the slowest, 139 days; and the average of the ten, 128 days. Her fastest from San Francisco to New York was 105 days and to Liverpool, 114 days. Fastest from Honolulu to New York, 105 days. In 1901 she made the run from Puget Sound to Cape Town in 89 days. In August, 1891, she left San Francisco 20 days after the departure of the ship *M. P. Grace*, both being bound for New York. At daybreak of December 13th the ships sighted each other off Sandy Hook. Captain Colcord secured the services of the tug *F. W. Vosburg* to tow the *Fuller*, while Captain de Winter got the *William M. Evarts* for the *Grace*. It soon became evident to Captain de Winter that his rival was getting ahead, so he hailed the tug *Assistance* to help the *Evarts* tow his vessel. In spite of the work of the two tugs, however, the *Fuller* reached quarantine first, her passage of 113 days being 20 days shorter than that of the *Grace*.

After being diverted from the New York-San Francisco-Liverpool run in 1892, the *Fuller* spent seven years carrying case oil to the Orient and general cargo or coal to Honolulu, from North Atlantic ports. Her return cargoes were generally Hawaiian sugar for eastern refineries. In October, 1899, while she was at New York, she with all the rest of the Flint & Co., sailing fleet, was purchased by the California Shipping Company of San Francisco and was sent out to Puget Sound by way of Japan. Then, for some ten years, she was operated in the Pacific in the export lumber trade, frequently returning to the Coast with Australian coal. She was then purchased by the Northwestern Fisheries Company of Seattle, who operated her mainly in connection with their salmon canneries in Alaska. On Oct. 30, 1918, shortly after arriving in Puget Sound with a full cargo of canned and pickled salmon valued at nearly $500,000, she was run down, while at anchor near Seattle, by the Japanese steamer *Mexico Maru* and sunk in deep water.

The first commander of the *Fuller* was Capt. Theo. P. Colcord, of Searsport, Maine, and with the exception of one passage, he was in the ship during her first eleven years of service. Captain Colcord first went to sea as boy in the ship *Pactolus*, rising to be her master and continuing in her until the *Fuller* was built. From the latter he went to the *John McDonald* and subsequently to the *Henry B. Hyde* which command he relinquished in 1899 to enter the service of the newly organized American-Hawaiian Steamship Company. His first steam command was the *American*, in which he succeeded Capt. Charles M. Nichols but subsequently he was in other steamers belonging to the same company. After retiring from sea life, Captain

Colcord spent his last days at his home in Searsport, where he passed away in 1914, aged 66 years.

In November, 1899, while the *Fuller* was on a passage from Liverpool to New York, smoke, apparently from a burning vessel some 30 miles distant, was seen early one morning. Captain Colcord immediately altered the course of his ship and with the fresh breeze then blowing, was able in three hours to make out a large steamer, one mass of flames from stem to stern. The *Fuller* was hove to and by skilful manoeuvering the passengers and crew of the steamer, who had been in boats for some five hours, were taken aboard the ship without accident. The burning vessel proved to be the British steamer *Santiago*, whose owners, Thomas Wilson, Sons & Co., of Hull, later presented Captain Colcord with a valuable gold watch, chain and pendant, the watch inscribed "for the extreme kindness of treatment experienced on your ship by Captain Potter and his passengers and crew of our former steamer *Santiago*." The Admiralty Board also presented Captain Colcord with a fine pair of binoculars and Mrs. Colcord received a massive gold linked bracelet for her "kindly attention to the rescued party."

Capt. Charles M. Nichols of Searsport was in command of the *Fuller* for the last three voyages she made under the Flint house flag. In January, 1900, the *Fuller* was running down her easting in the Indian Ocean, bound from Philadelphia to Japan. The latitude was about 47 degrees, the ship making about 11 knots under three skysails in a strong northerly breeze, the weather thick but the sea quite smooth. A man fell overboard from the jibboom. As he passed aft, Captain Nichols threw him a life buoy from the wheel-house rack, called all hands, reduced sail as soon as possible and hauled his ship aback. A boat was put out with the third mate in charge and ordered to pull astern for the man. The ship was then wore around and steered back, the wind being just right to allow this being done, although it was breezing up all the time and getting so thick that visibility was limited to a few ship lengths. The wind and sea steadily increasing, Captain Nichols feared that the man overboard and also the boat's crew would be lost. With maintopsails aback and those on the fore-and mizzenmasts drawing, the *Fuller* was slowly retracing her former course, all hands being on the lookout. About half an hour after the ship had been turned back, the man overboard was discovered right ahead and was soon taken aboard without the assistance of a boat. It was now coming on towards dark, with the third mate's boat nowhere in sight. The ship was backed and filled for another hour or more when, the weather having cleared a little, the boat was seen to leeward and was soon hoisted on board and the ship put on her course again. The man rescued had been in the water an hour and 20 minutes with rubber boots and a suit of oil clothes on. When asked why he had not discarded some of his clothing, he told Captain Nichols that he had no time to do so, being obliged to fight off some albatross that were pecking at him all the time.

After relinquishing command of the *Fuller*, Captain Nichols went into the service of the American-Hawaiian Steamship Company, taking command of the *Hawaiian*, the second steamer the company put into commission. The Captain retired from sea life in 1916 and is still living at his home in Searsport. He is more particularly referred to in the account of the ship *Lucy A. Nickels*.

A. S. DAVIS

THE ship *A. S. Davis*, of Searsport, Maine, was built by Columbus Carter at Belfast, Maine, and launched in June, 1875. She was 204:6 feet, by 39, by 24 feet and registered 1400 tons. She was named after Dr. A. S. Davis, of Chelsea, Mass., who had a summer home near Searsport and who owned an interest in the ship. Her master, Capt. James W. Ford of Searsport, was the largest individual owner and was also the ship's manager.

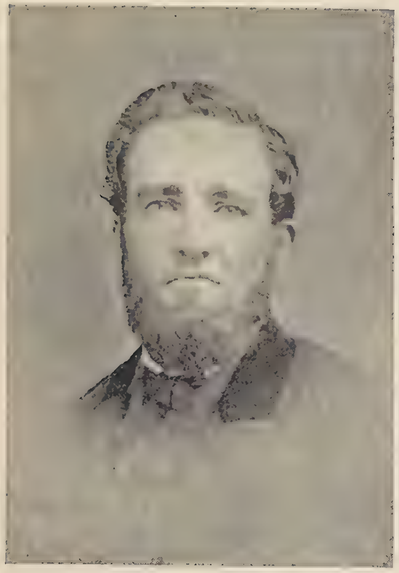
The maiden voyage of the *Davis* was from St. John, N. B., to Liverpool, and thence to Bombay and Havre. The second voyage was from New Orleans to Liverpool, Cardiff, Hong Kong, San Francisco, Callao, and Hampton Roads, but the last section was never completed. Her passage from Cardiff to Hong Kong was made in the good time of 104 days and the run of 44 days from China to San Francisco was also fast.

The *Davis* sailed from Callao, guano laden, on July 23, 1878, and on October 22nd, when 91 days out and about three hours' sail from Hampton Roads, she ran into a gale of wind and had to shorten down and heave to. Shortly after midnight a cast of the lead showed 8½ fathoms of water and at 2 A. M. the ship struck the beach heavily, head on. The first sea burst in the stern and filled the holds. The seas commenced making a clean breach fore and aft and all hands climbed into the main and mizzen rigging. After a few moments of confusion and uproar, the masts fell, the ship was a complete wreck and all the crew were in the water in the intense darkness. Seaman William H. Minton of Red Bank, N. J., was washed ashore unconscious, but was revived. He was the only survivor.

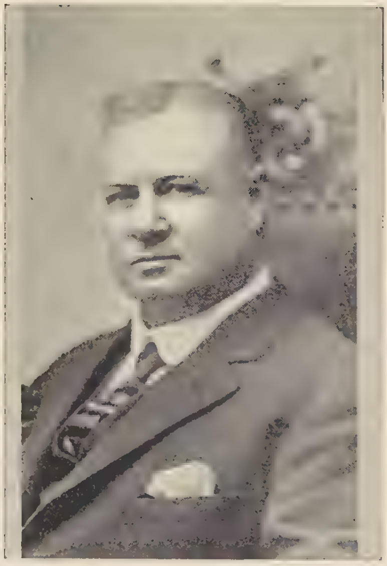
According to the official report, the storm in which the *Davis* was lost was one of exceptional violence. At the time the ship struck the wind was blowing 84 miles an hour. The surf was terrible, tearing away the beach hills and nearly destroying several life-saving stations. It was impossible for any one to either see or breathe for the flying sand and had an army of men been gathered, no help could have been rendered the stranded vessel or her crew.

Of the 19 men lost, the bodies of 17 were recovered when the storm ceased. All were badly mangled. The survivor when found, was badly bruised and bleeding and stripped of all clothing.

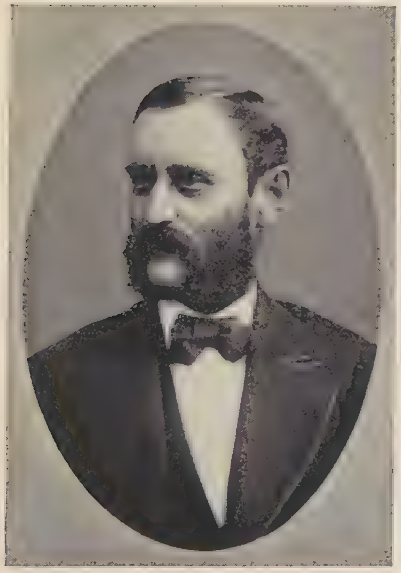
The first command of Capt. James W. Ford was the bark *Lucy A. Nickels* which he took in 1861 and started a series of voyages which kept him away from home for three years. Later, and until the *A. S. Davis* was built, he was master of the bark *Investigator*. The Captain's wife and family always accompanied him until the *Davis* was about to leave Cardiff for Hong Kong. A son was born aboard the *Lucy A. Nickels* and a daughter on board the *A. S. Davis*. Captain Ford had three brothers, all shipmasters. One was Capt. Alfred Ford who lost his life in the wreck of his bark *Palestine* on the Great Abaco Bank, three months prior to the loss of the *Davis*. By a curious coincidence, only one seaman was saved off the *Palestine*. Another brother



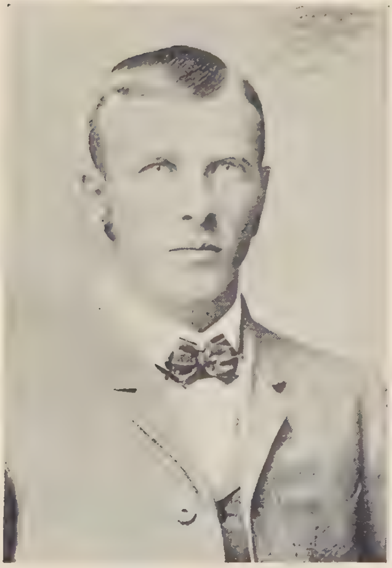
Capt. Dudley O. Black
Ship *W. R. Grace*



Capt. Albert N. Blanchard
Ship *Gov. Robie*



Capt. Edward D. Blanchard
Ship *R. R. Thomas*



Capt. Phineas B. Blanchard
Bark *Willard Mudgett*

Capt. Scott Blanchard
S. S. *Oregonian*

Capt. William H. Blanchard
Ship *Gov. Robie*

Capt. Andrew L. Carver
Ship *Iceberg*

Capt. Frank L. Carver
Ship *Iceberg*

was Capt. William T. Ford, master of the ship *Harriet H. McGilvery* and of the bark *Augustine Kobbe,* on board of which latter he died at Brooklyn, in 1883. Capt. Alanson Ford, of the fine ship *Kennebec,* who owned an eighth interest in the *A. S. Davis,* was also one of the brothers. The family hailed from Searsport, Maine.

ABNER I. BENYON

THE *Abner I. Benyon* was a three-deck ship built by Samuel Watts at Thomaston, Maine, for his own account and was launched in September, 1874. She was named after the President of a Bank in Boston with which many Maine shipowners had dealings. Mr. Benyon betrayed his trust causing the bank's depositors serious loss and as a result Mr. Watts had the name of the *Benyon* changed to *Alfred Watts,* in honor of a brother who had been associated with him in business.

The *Benyon* was 227 feet, by 42, by 28 feet, and registered 1955 tons. Her first master was Capt. Edward Brown Watts, son of Alfred Watts, and the first round the world voyage of the ship lasted nearly two years. She was then put on the run between New York, San Francisco and the United Kingdom. Her five outward passages were made under adverse conditions of wind and weather, the shortest being 137 days. On one of the runs she lost her rudder and putting into Port Stanley for repairs was detained there three months. She made four passages from San Francisco to Europe direct the average of which is 127 days and the shortest, 110 days, to Antwerp. On a fifth voyage she put into St. Thomas leaking but the leak was stopped by a diver without the necessity of her cargo being disturbed.

In February, 1884, the *Benyon* was sold to Snow & Burgess of New York, and later known as the *Alfred Watts* made two round voyages, the last being from New York to Hong Kong, San Francisco, Havre and Philadelphia. She was lost on the following one.

On Oct. 8, 1887, the *Alfred Watts* left Philadelphia under command of Capt. Frank Johnson, with some 71,000 cases of kerosene, bound for Hiogo. The next day she grounded on Bulkhead Bar but was assisted off and proceeded, uninjured, clearing the Capes on the 11th. She was drawing 26 feet, her cargo was well stowed and she had sufficient ballast to keep her in trim. When seven days at sea she encountered a hurricane and after laboring heavily for some time finally went on her beam ends and capsized. When she was knocked down the main hatch was washed off and in attempting to cover it with tarpaulins the whole ship's company, 26 of crew and one passenger, was washed overboard all but five being drowned. These five, four seamen and the young man passenger, succeeded in getting on a portion of the forward house which had been carried away and drifted a short distance from the ship. The following day the passenger became delirious and jumped into the sea. Later, two of the seamen were taken down by sharks while attempting to swim to the waterlogged ship. Finally, after desperate efforts, the two survivors were able to scull their scant support to the ship and managed to get on board. All the vessel's spars above the lower masts had become detached and the hull, thus rid of the weighty tophamper, was nearly upright. The topgallant forecastle was well out of water but the decks were entirely submerged.

The survivors managed to establish themselves on the topgallant forecastle under which they found two wooden tanks of fresh water. Later, as the cargo commenced to float out of the holds, some salt pork, codfish, etc., were recovered and on these the men subsisted some 30 days when the wreck was sighted by the bark *Lizzie Perry* bound for the West Indies. A boat was launched from the bark and the men picked up but the rescuing vessel was herself wrecked before reaching her destination. Fortunately, however, all hands were saved. The two survivors of the *Alfred Watts* arrived at Philadelphia, Feb. 3, 1888, as part of the crew of the brig *Mary Bartlett*, from Cienfuegos.

Capt. Frank Johnson was a resident of Rockland, Maine, and was making his first voyage in the *Alfred Watts*. He had previously been master of the ship *Levi G. Burgess*. He left a widow and a young child.

Capt. Alfred Watts, after whom the ill-fated ship was named, was born in 1816 in St. George, Maine, although he resided at Thomaston practically his whole life and died there in 1882. He was a brother of Capt. Samuel Watts and took up seafaring at an early age. In 1856 he was appointed to command the fine new ship *Barnabas Webb* and following her sale in 1862, to go under the British flag, he became master of the new ship *General McClellan.* On later giving up sea life he became associated with his brother Samuel, who was then engaged in shipbuilding at Thomaston. Capt. Alfred Watts was very highly respected both professionally as a shipmaster and as a business man and citizen. He had represented his home town as State Senator and Representative, at Augusta, the capital.

Capt. William J. Morton of Thomaston, who succeeded Capt. Edward Brown Watts in the *Benyon*, in 1882, made one voyage in her before she was renamed and one thereafter. The Captain was an old employee of Samuel Watts and had been master of his ships *Jane Fish*, *Eliza McNeil*, and *Samuel Watts* and after relinquishing command of the *Alfred Watts* had the *Cyrus Wakefield* on two occasions. The latter ship was his last he leaving her in 1893 to retire from the sea.

The last voyage completed by the *Alfred Watts* was made with Capt. Halver Hyler in command. The Captain's seafaring career is given in account of the ship *Samuel Watts.*

ADMIRAL

THE ship *Admiral* was launched June 2, 1875, from the yard of Blanchard Brothers, Yarmouth, Maine, that firm's master builders, J. & A. Seabury, having had charge of construction. The next day she was towed to Portland to be rigged. Her cost was $160,000 and in every way she was one of the finest wooden ships ever constructed in this country. Her keel was 237 feet long; length for measurement, 248 feet, and over all, 260 feet. Her beam was 44 feet and depth of hold, 27:9; registered tonnage, 2212. Her three lower masts and yards, as also the lower topsail yards, were of iron of American manufacture and her standing rigging was of wire.

On her maiden voyage the *Admiral* took general cargo from New York to San Francisco, sailing in Sutton & Company's Clipper Line, Aug. 28, 1875, under command of Capt. D. C. Loring. All went well until October 24th, when in latitude 30° south, the ship encountered a violent gale from southwest which lasted 36 hours. During one particularly heavy squall the jibboom was carried away bringing down the fore- and maintopmasts. Captain Loring bore up for Rio de Janeiro and arrived there seven days after the mishap. The ship was in port refitting until December 22nd when the voyage was resumed. The passage thence to San Francisco was uneventful the ship making the run around Cape Horn in 18 days and being 82 days from Rio to the Golden Gate. Captain Loring then went East to superintend the outfitting of the new ship *P. N. Blanchard* and take her command. Capt. David W. Blanchard, a son of S. C. Blanchard, of Blanchard Brothers, was sent out to San Francisco and after a cargo of wheat had been laden in the *Admiral*, he took her to Liverpool, making the passage in the good time of 111 days.

After crossing from Liverpool to New York, the *Admiral* again loaded for San Francisco and was making good time until Feb. 8, 1877, when, during the night, she went ashore on the coast of Patagonia, some ten leagues north of Punta Santa Rosa Bar. She remained fast but upright and made but little water. Captain Blanchard immediately left for the Rio Negro for assistance leaving one of the mates with some seamen in charge of the ship with orders to allow nothing to be touched pending his return. In the meantime news of the disaster had reached Montevideo and a schooner had been dispatched to salve the cargo. She was on the scene when Captain Blanchard returned with his outfit but then left. Captain Blanchard had salved some cargo and gear when a spell of bad weather came on and his schooner was driven ashore and wrecked. Operations were then abandoned and later the wreck of the *Admiral* and her cargo was sold to parties in Buenos Ayres for the small sum of $5,000, American currency. It was reported that there was little insurance on the ship and the whole affair was unfortunate. During the salvage operations, dissentions had arisen in the *Admiral's* crew which resulted in the U. S. gunboat *Frolic* being sent to the scene but she arrived too late to be of any service. A few months later the *Admiral* was reported to have been entirely broken up.

Capt. Daniel Cushing Loring was an old shipmaster in the employ of Blanchard Brothers, his prior commands having been the ships *Star*, *Peru* and *Pacific*, the latter a large and practically new ship when, under his command, she was put ashore and lost by her British pilot, on the coast of Wales, in 1874. Captain Loring made but one voyage in the *P. N. Blanchard*, dying suddenly at Yarmouth, on April 1, 1878. While standing in front of the post-office, after receiving his mail, he dropped on the sidewalk and expired within a few minutes. The Captain was aged 54 years and ranked in the highest class of American merchant navigators.

Capt. David W. Blanchard, who succeeded Captain Loring as master of the *Admiral* had previously commanded the ships *Anna* and *Pacific* and following the loss of the *Admiral*, took the ship *Detroit* and after she was sold he took command of the new ship *Commodore*, belonging to the Blanchard Brothers. He was master of this ship when she made port at San Francisco, in June, 1885, under jury rig, having been dismasted on the passage from Hong Kong. The ship was then sold and Captain Blanchard retired from sea life to spend the remainder of his years at his home in Yarmouth.

ALAMEDA

THE *Alameda* was built at Bath, Maine, in 1876, by Goss & Sawyer, for Charles Davenport & Co. of Bath, and was 211 feet, by 40, by 24 feet, with a registered tonnage of 1474. She was built for the California trade and aside from three passages to the Columbia River all her runs from North Atlantic ports were to San Francisco. Two returns were to New York, the remainder being to Europe with grain. In 1888 she went from San Francisco to Newcastle, N. S. W., in ballast, returning with a cargo of coal. She completed 13 round voyages over the Cape Horn course and after arrival on the Columbia River on the 14th outward run was sold to Capt. A. Y. Trask of San Francisco. She then went from Puget Sound to Sydney and there met her fate.

The passages of the *Alameda* were made in good average time, the mean of eight of those made direct from New York to San Francisco being 134 days; 123 days being the fastest and 165 days the slowest. Of returns from the Pacific Coast to North Atlantic ports her average is 120 days, the fastest being 102 days from Astoria to Queenstown in 1890, on which occasion she passed Cape Horn when 44 days out. Her fastest from San Francisco to Queenstown was 107 days and to New York 111 days.

The *Alameda* met with several serious mishaps on her voyages, apparently being quite an unfortunate ship in this respect. On her passage from Liverpool to San Francisco, in 1885, she had heavy weather soon after leaving port, lost a number of sails and was forced to put into Cork harbor with the cargo shifted. Later, in several successive gales near Cape St. John, the cargo again shifted and the ship was put about for Rio de Janeiro where she was delayed over three weeks. From the Plate, until getting into the Pacific, she was some six weeks in continuous heavy weather and on eventually reaching San Francisco had been 253 days from Liverpool and 129 days from Rio.

In 1892, while the *Alameda* was on a passage from Philadelphia and nearly around Cape Horn after a month's battling with heavy gales, two of the lower yards and two topsail yards were carried away and many sails split after which the ship was put about for Montevideo, reaching there 18 days later and being detained in port three weeks, refitting. On the following outward passage, which was from New York, the cargo shifted and the ship was thrown on her beam ends when in latitude 50° south. She labored heavily and sprung aleak; bulwarks were stove, boats smashed, everything movable on deck washed overboard and the cabin and forward house filled with water. The ship was then put about and three weeks later arrived at Rio de Janeiro. Some 800 tons of cargo had to be discharged in order that repairs could be effected and the detention in port was nearly four months. When she finally arrived at San Francisco, 279 days had passed since leaving New York. The next outward passage was from New York to the Columbia River and Rio de Janeiro was again made a port of refuge, this time on account of the ship's rudder-head being sprung. A few days before the ship arrived at Astoria her captain died. He had taken command at New York for that single passage, his intention being to retire from sea life after arrival and settle ashore.

The first charter made for the *Alameda* after her purchase on the Pacific Coast, was for lumber from British Columbia to Sydney. Under command of Capt. T. F. Halcrow, who had been chief mate of the ship, the *Alameda* ran down in 67 days, arriving off the entrance to Sydney Harbor, Oct. 20, 1895. Here she was run into by the British tramp steamer *Indrani*, outward bound, without a pilot, and cut down between the main- and foremasts nearly to the keel and but for the fact that she was laden with lumber she would have been cut in two. Being practically a wreck she was towed ashore and sold by auction. Later she was converted into a store hulk and subsequently taken to Wellington where she was still in service a year or so ago.

The first master of the *Alameda* was Capt. Henry R. Otis of Brunswick, Maine, who started clerking in a dry goods store after leaving school. This class of work being distasteful he went to sea while yet in his teens. In 1857 he entered the employ of Charles Davenport & Co., taking command of their new ship *Charles C. Duncan*. Thereafter he was master of the ships *Charles Davenport*, *Cherokee* and *Kate Davenport*. He was appointed master of the *Alameda* before she was launched and continued in her until taking the ship *Charles E. Moody* on her first voyage in 1882. In October, 1884, while the *Moody* was on a passage from San Francisco to Liverpool, Captain Otis died from injuries received in a fall and the ship put into Valparaiso, to which port a relieving captain was sent out from the East.

Capt. James Nickels of Searsport succeeded Captain Otis in the *Alameda* and continued in command some five years when he retired from sea life. At one time Captain Nickels had the ship *Frank Jones* and his career as a shipmaster is referred to in account of that vessel. Capt. Omar E. Chapman took over the *Alameda* at San Francisco, in May, 1887, and made his first passage to Falmouth being 117 days on the run. The Captain was also in command of the ship when she ran from Astoria to Queenstown in 102 days and from San Francisco to New York in 111 days. He was in the *Alameda* some five years and his subsequent commands are mentioned in account of the ship *John R. Kelley.*

ALEX. MCNEIL

THE ship *Alex. McNeil* was built by A. R. Reed, at Waldoboro, Maine, and was launched in September, 1869. She was 178 feet, by 36, by 23:5 feet and registered 1088 tons. Although she appears to have been managed at first by her builder, her hailing port was New Orleans and she was named after a prominent merchant of that city who owned shares in many Maine-built ships and who was generally called by his friends "Sandy" McNeil. Subsequently, the ship was managed by Yates & Porterfield, of New York, although she still hailed from New Orleans. In January, 1888, she arrived at San Francisco from New York and was purchased by J. D. Spreckels & Brothers, who had her rig altered to that of a bark and for a short time operated her in the sugar trade with Honolulu. After a year or so she was put in the export lumber trade on the Pacific and so continued, under the management of James Brown, until her loss.

Prior to 1887, the *McNeil* was operated principally in trade with the Far East, her only direct run from an Atlantic port to the Pacific Coast being the one preceding her sale at San Francisco. On this occasion she had the long passage of 200 days and in general her voyages show that she was anything but a fast sailer. In August, 1876, she left Hong Kong for San Francisco and when two weeks at sea encountered a hurricane, being thrown on her beam ends. To right her, the masts had all to be cut away but she was finally able to limp back to Hong Kong where she was refitted. She then resumed the voyage to San Francisco but was 70 days in making the run. She had various other mishaps but in February, 1898, her owners were cheered by being able to negotiate a charter calling for $3.75 per ton for coal on the short run from British Columbia to San Francisco, a rate nearly double that prevailing for many years theretofore.

In 1902, the *McNeil*, under command of Capt. W. Jorgensen, took a cargo of lumber from the Coast to the Philippines and after its discharge sailed from Manila, on December 10th, for Puget Sound. Some two weeks later she went ashore and became a total loss on the Pratas Reefs. All hands except chief officer Evans and four men, whose boat was never heard from, succeeded in making a landing and lived three weeks in an abandoned Chinese junk. They were then picked up by a passing steamer and landed at Hong Kong where passage was procured to San Francisco on the steamer *Coptic*.

ALFRED D. SNOW

THE *Alfred D. Snow* was a three-deck ship built in Thomaston, Maine, by Samuel Watts who was her managing owner during her whole sea life. She was launched May 17, 1877; was 232 feet, by 42, by 29 feet, and registered 1987 tons, but could carry 2800 tons of wheat. She was well built, of the best materials, cost $115,000, and classed A 1 for 14 years. Her mainmast was 88 feet long, 37 inches in diameter and her mainyard 88 feet, by 22 inches. She had wire rigging. An innovation was a mess-room in the forward house capable of accommodating the whole crew. Mr. Snow, after whom the ship was named, was for many years connected with the firm of W. R. Grace & Co., New York. His father, Ambrose Snow, was a member of the prominent shipping firm of Snow & Burgess of New York.

The first voyage of the *Snow* was made under command of Capt. Edwin A. Robinson who had been for many years master of the ship *Frank Flint*. Thereafter, Capt. W. J. Willey had the *Snow* and he lost his life in her wreck.

Some authorities called the *Snow* a crank ship, yet prior to her last passage she was singularly fortunate in escaping damage from the elements, her nearest approach to disaster being on her first passage from San Francisco to Liverpool. She went to sea on Jan. 21, 1878, during the prevalence of one of the worst southeasters that had been experienced for years and the bar was very rough. The ship *Annie H. Smith* also left for Cork with pilot Jones in charge; the British ship *Nereus* left for the Columbia River under pilot Blood; pilot Reddish crossed out with the steamer *City of Sydney* for Honolulu and Australia; and pilot McDonald was in the *Snow,* all the pilots being attached to the pilot schooner *George Peabody.* She followed the ships with great difficulty on account of the tremendous gale and sea. Just before dark pilot Blood backed his mainyard and was taken off the *Nereus* with considerable risk. He had thrown off his heavy clothing, expecting to have to swim for his life before getting on the pilot boat. When the yawl got alongside the *Peabody,* it was full of water and both seamen and pilot were so exhausted that they had to be dragged aboard the schooner. After securing everything the *Peabody* was headed for the other two ships which were seen between the squalls going off under lower topsails but they did not stop, the supposition being that the masters were unwilling to allow the pilots to risk their lives and so were carrying them off in the hopes of meeting some inward bound vessel. The *City of Sydney* had started out at 10.30 P. M. but she was not seen by the *Peabody* or the pilot schooner *Caleb Curtis* which was also on the station off the bar. Pilot Freeman went out in the steamer *Belgic* the next morning and was compelled to run her down to Monterey, where he landed.

To return to the *Snow.* After crossing the bar she encountered the full fury of the gale and during the night the cargo shifted. Under the circumstances Captain Willey would not allow pilot McDonald to leave the vessel and it was not until February 2nd that there seemed to be any opportunity for the latter to "get in out of the wet." On that date, however, the ship fell in with the schooner *Good Templar,* in 29° north, 126° west, and in her the pilot reached San Francisco nine days later.

Proceeding on her voyage, the *Snow* passed Cape Horn without mishap but soon thereafter she lost the foreyard and several sails in a very heavy gale; the cargo again shifted and the ship was hove down some six hours during which time considerable damage was done about the decks and in the cabins. The passage was finally completed in safety, the run being made in 136 days. Her arrival cleared several vessels suspected to having been guilty of running down the automatic buoy off the San Francisco bar the night of the storm. The *Snow* was the culprit.

During her whole career the *Snow* was employed on the triangular run, New York-San Francisco-Liverpool-New York. Her sailing record is very good for a ship of her class. On her first passage to San Francisco she made 240 miles one day under single-reefed topsails, with the mainsail set only part of the time, and the ship braced sharp up by the wind. The average of her eight passages from New York to San Francisco is 128 days, with 106 days as the fastest. This run was in 1885-1886, when she was 20 days to the Line; 26 days in the South Atlantic; 16 days rounding the Horn; 20 days in the South Pacific; and 24 days from the Line to port. On her longest passage, 143 days, she was 45 days from the Line to the Golden Gate. Her seven completed passages from San Francisco to Liverpool, averaged 121 days; 101 days the fastest, and 139 days the slowest. This last was made in 1882 when all vessels engaged in the grain trade made slow runs.

The *Snow* sailed from San Francisco on Aug. 31, 1887, with 3180 short-tons of wheat for Liverpool and all went well until December 31st when she went ashore in a gale off Dunmore Head, Waterford, Ireland, her whole company of 29 persons being drowned. At the Waterford official inquiry it was held that the crew could have been saved had not the coxswain of the Dunmore lifeboat refused to launch his boat, but instead, resigned his office, when some Manx fishermen, then in port, took it forcibly and set out for the wreck while the storm was at its fiercest. The boat pulled around the wreck, its crew seeing the *Snow's* men being swept away, one by one, by the seas; but the delay in launching had caused it to arrive too late to render any assistance. The inquiring commission adjudged the coxswain guilty of cowardice and for a time he was in danger of being lynched; while the Manx crew were cheered as heroes.

Captain Willey had generally been accompanied on his voyages by his wife and family but they were not with him on the ill-fated passage. The Captain's body was embalmed and sent to Thomaston by steamer. An impressive public funeral service over the other bodies recovered was held at Waterford, the whole town mourning the sad fate of the strangers. The cargo of the *Snow* was valued at $95,000 and was fully insured. It was all swept away by the seas. There was no insurance on the ship.

ALFRED WATTS

THE ship *Alfred Watts,* 1955 tons register, was built by Samuel Watts at Thomaston, Maine, in 1874. Details of her career and final loss are contained in account of the ship *Abner I. Benyon,* which was her original name.

AMERICA

THE three skysail-yard ship *America* was built for Thayer & Lincoln, of Boston, by George Thomas, at Quincy, Mass., and was launched in November, 1874. She was a three-decker, 233 feet, by 43, by 28 feet and registered 2054 tons. She is said to have been a sister ship to the *Triumphant* and *Red Cloud,* products of the same builder, but her sailing record shows up much more favorably than that of the others. All were handsome vessels in every way and when in the stream, loaded and ready for sea, had the appearance of old-time clippers. The *America* was always kept in the pink of condition and even in her later days, when she was a Pacific Coast collier, her lower masts were wrapped with canvas while cargo was being handled.

The maiden passage of the *America* was from New York to San Francisco, 110 days, the run from New York to the Line being made in 18 days. From San Francisco she went to Liverpool in 103 days. Her second voyage was over the same course, 143 days outward and

115 days returning. The outward run was spoiled by unfavorable weather, particularly in both Southern oceans where strong head winds and gales prevailed, causing the ship to be 36 days covering each of these sections.

The third voyage of the *America* was also over the same course, 115 days outward, 96 days returning to Liverpool. On this latter passage it appeared at one time as though the record run of the *Panama*, in 86 days, 17 hours, might be equalled. According to the report of Capt. A. L. Emerson, who was in command, the equator was crossed when the *America* was only 13 days out from San Francisco, Cape Horn was passed on the 37th day and the Line in the Atlantic crossed on the 64th day. Good progress continued until the region of the northeast trades was reached but these were found to be very poor. However, on the 89th day at sea the *America* was up with the Chops and in the face of having to beat up to Tuskar, in easterly winds, she entered St. George's Channel during the night of the 91st day. Here a heavy blow with much thunder and lightning came up from the northeast and the ship had to run out to the Comeibro Lightship. After a couple of days the gale blew out being followed by a calm. Finally a tug was secured and the ship was towed from Tuskar to Point Lynas when the steamer's coal gave out and she left, the *America* being detained until another tug came and towed her into the Mersey.

The fourth voyage of the *America* was from New York to San Francisco, 128 days, with light winds throughout. The return to Liverpool was made in 115 days. The fifth was 110 days from New York to San Francisco, thence 109 days to Queenstown and this was followed by a round between Liverpool and San Francisco, 111 days outward, 108 days on the return. Then followed another outward run from Liverpool, made in 124 days, with a return to Havre in 115 days. A cargo of coal was then loaded at Newport, Wales, and the passage to San Francisco made in 122 sailing days. Off Staten Land the steering gear and rudder braces were broken during a heavy gale necessitating the ship putting into Port Stanley for repairs. The passage thence to San Francisco was made in 59 days, the arrival day being Dec. 2, 1882. The ship was then laid up some twenty months as no remunerative freights offered.

On Aug. 30, 1884, the *America* sailed from San Francisco for Antwerp and when 82 days out was forced to put into Rio de Janeiro for repairs. Off Cape Horn she had been hove down in a terrific gale, the sea making a complete breach over her, damaging the deck and causing the ship to leak, besides springing the rudder-head. Repairs were made by a diver, after which the run from Rio to Flushing was made in 55 days. The following voyage was from Cardiff to Callao, thence to British Columbia and San Francisco and thence 111 days to Liverpool. A cargo of coal was then loaded for San Pedro and the run out to the Southern California port made in 142 days. All had been propitious during the first half of the passage, Cape Horn being passed on the 64th day out, but a succession of very heavy westerly gales was then encountered during which the cargo shifted and as Captain Herriman could not work his ship to the westward, due to disabled foretopsail yards and inability to carry any sail on the foremast except the foresail, the ship was put back. Under the lee of Cape San Diego, in smooth water and comparatively fine weather, the ship was righted and damages repaired sufficiently for the voyage to be continued. A second passing of the Horn was made ten days after the first. Captain Herriman considered that the time he made on this passage to San Pedro was equivalent to a run of 120 days from Liverpool to San Francisco.

When all but some 500 tons of her coal had been discharged at San Pedro, a severe storm came on during which the *America* parted her chains and lost four anchors on the night of Feb. 8, 1887. She beat over the outer and stranded on the inner bar, fetching up in a badly strained condition. She was later floated with apparatus sent from San Francisco whither she was subsequently towed and then sold by auction for $10,400, to the Pacific Steam Whaling Company. Later she underwent expensive repairs and for some years was operated in the coast coal trade and also in connection with the owners' Alaska salmon canneries. Subsequently she was sold to the Northwestern Fisheries Company, of Seattle, for Alaskan work. About 1907 she was purchased by James Griffiths, of Seattle, who converted her into a barge for carrying copper ore from Alaska mines to the Tacoma smelter. In August, 1914, she was reported as having stranded at False Bay, San Juan Island, Washington, which ended a career of 40 years of hard service. When operated in the coast coal service she was generally loaded as deep as a sand barge, always having upwards of 3000 tons aboard.

In 1880, the voyage of the *America* from San Francisco to Cork, for orders, thence to Liverpool, for discharge, and then back to San Francisco, occupied only 8 months, 19 days, including all detentions. On the outward passage she had made the fine run of 19 days from latitude 50° south, to the equator and was also 19 days thence to San Francisco. Two years later she was 20 days, and 18 days, respectively, in going over the same two sections. On March 22, 1889, she left San Francisco for Nanaimo, B. C., and was back in San Francisco on April 12th with a full cargo of coal, being 4½ days on the run down and 21 days, 1 hour on the round voyage. This was the record fast passage at that time and probably so stands to this day. Captain Gibson, who was then in command, was later in the bark *J. D. Peters,* in which he made a passage of 4½ days from Victoria to San Francisco and said at the time, that had he then been in the *America,* he would have made it in 3½ days. In connection with this statement, Capt. N. S. Harding, who commanded the *America,* in the coastwise trade over 14 years, writes: "I think Captain Gibson's statement quite in order. I came down from Nanaimo to San Francisco in 5½ days, which was good time. One thing I will vouch for, and I had a good log that never deceived me when I was running by it, is that the old *America* has reeled off 15 miles an hour for four hours, 60 miles, and she down in the water 26 feet, 2 inches, with 3100 tons of coal aboard. She was not classed as a clipper but was certainly the most comfortable ship I was ever on."

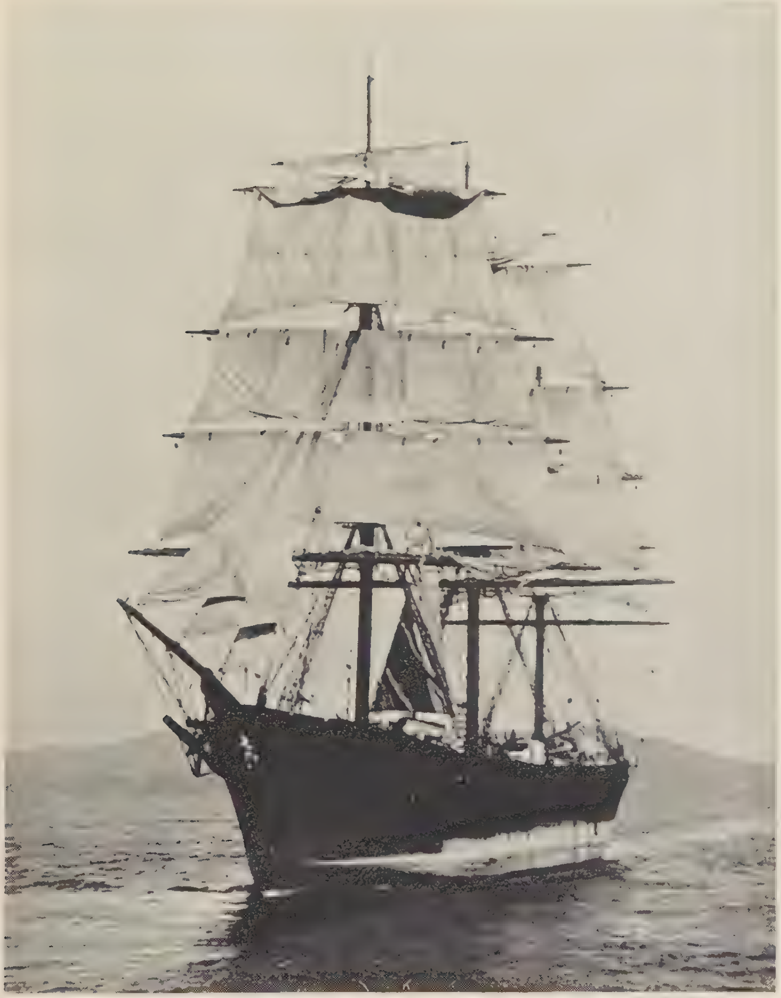
Capt. William Chatfield, who had previously sailed for W. F. Weld & Co. in the *Great Admiral* and *Lightning,* had the *America* on her maiden voyage. Capt. A. L. Emerson then made two voyages after which he retired from the sea to make his home in St. Francis, Kansas.

Captain Emerson's prior commands had been the ships *Gaspee*, *Pride of the Port* and *Friedlander*. The third master of the *America* was Capt. J. C. Blethen, who, after making three voyages, took the new ship *John Currier*. The *America's* fourth commander was Capt. Loring B. Small, of Stockton, Maine, who, after making two passages to San Francisco, retired from sea life when the *America* was laid up, but later owned a large interest in the ship *Ocean King*. Capt. James R. Herriman was the fifth master of the old ship, continuing in command until she was sold for coastwise trade. Capt. James S. Gibson then took charge and after three years relinquished the command in favor of his chief mate, Noah S. Harding, who continued in the ship 14 years. Captain Harding, a native of Orleans, Mass., now 87 years of age, had been five years mate of the *Ocean King*, under Capt. William Freeman, after which he was mate, and for a short time master, of the ship *Tam O'Shanter*. The Captain also commanded the ship *St. Paul* and the barks *Guy C. Goss* and *J. D. Peters*, for short periods on voyages between San Francisco and Alaska.

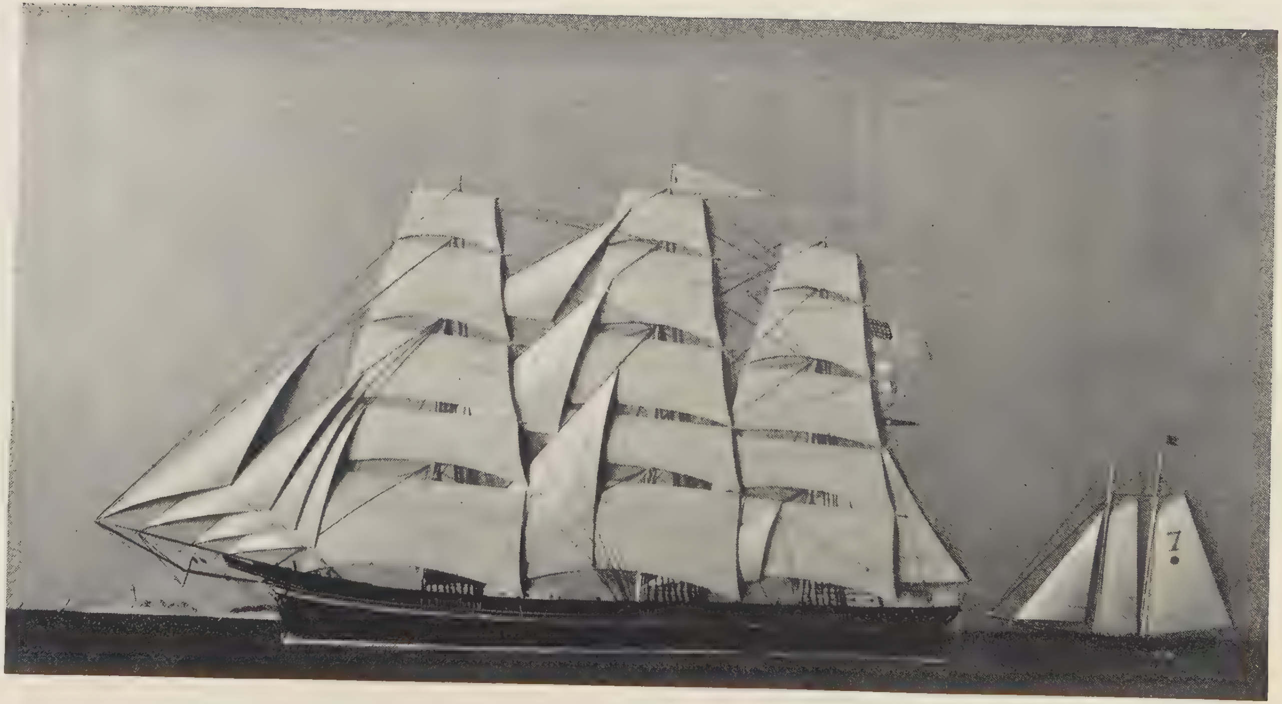
ANDREW JOHNSON

THE ship *Andrew Johnson* was built at Thomaston, Maine, in 1866, by Edward O'Brien and was owned by him during her whole sea life. Her dimensions were 215 feet, by 41, by 30 feet, and her registered tonnage, 2005. In 1868 she made a passage from New York to San Francisco, but aside from this, all or practically all of her career was spent in trade with the West Coast of South America. She had many different commanders, all of whom were also in other ships belonging to Mr. O'Brien. Among her masters were Capt. Francis Mehan, Capt. James R. Speed, Capt. J. Hovey Kelleran and Capt. John L. Crawford who lost his life in the ship *Harvey Mills* in 1886. The *Andrew Johnson* was built to carry large cargoes, not for fast sailing.

On Oct. 20, 1884, when the *Johnson* was in latitude 20° south, longitude 41° west, bound from Caleta Buena to Hamburg, the man

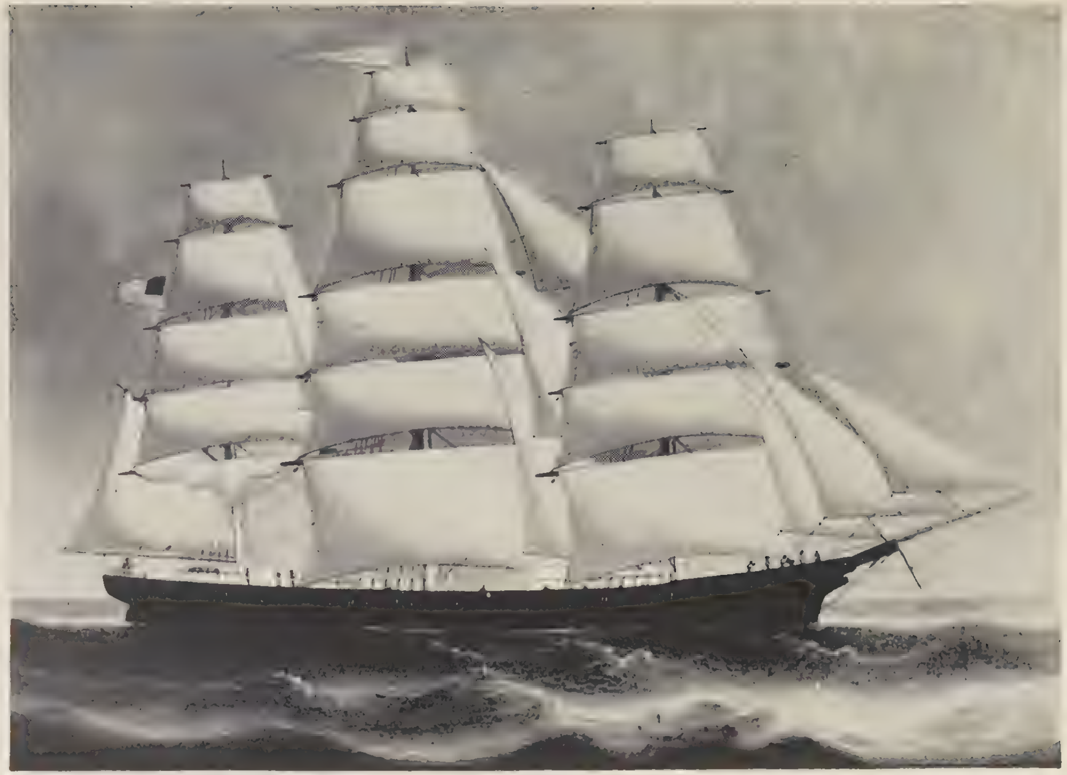


"AMERICA," 2054 TONS, BUILT AT QUINCY, MASS., IN 1874
From a photograph showing her in her later days. Courtesy Edward S. Clark

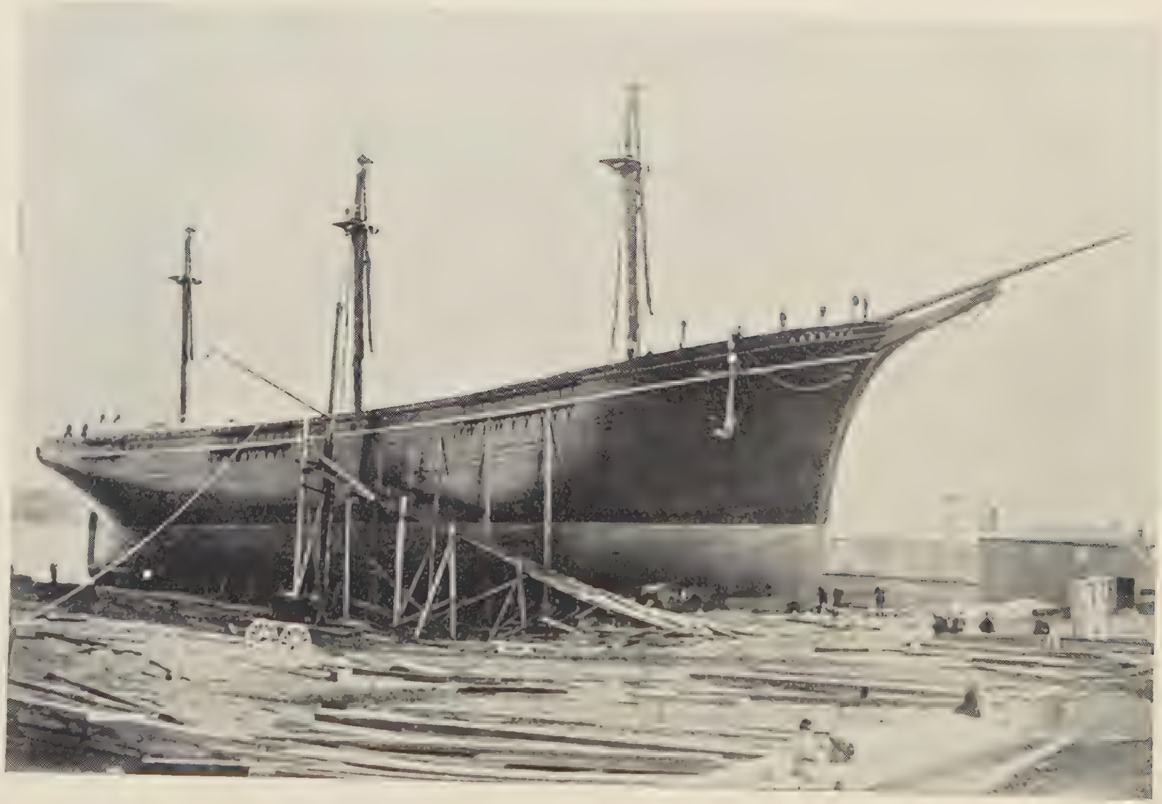


"ANDREW JOHNSON," 2005 TONS, BUILT AT THOMASTON, MAINE, IN 1866

Needlework picture with cardboard sails



“ANNIE M. SMULL,” 1010 TONS, BUILT AT MYSTIC, CONN., IN 1868
From an oil painting owned by Frederick B. Edwards, Hartford



"ARMENIA," 1643 TONS, BUILT AT BATH, MAINE, IN 1877
From a photograph showing her ready for launching. Courtesy Edward S. Clark

on the lookout shortly after 8 o'clock P.M. saw a light on the port bow. Captain Kelleran immediately ordered the second mate to light a torch and this was waved over the port quarter to attract the attention of the approaching ship in case she did not see the side lights. At the same time the helmsman was ordered to keep the ship snugly by the wind, which was all that could be done under the circumstances. The chief officer with his watch, were shouting from the port fore rigging for the approaching ship to put her helm hard up but it was alleged later that their cries were not heard. No one on board the *Johnson* noticed that the stranger altered her course at all. The *Johnson* was struck just forward of the mizzen rigging and cut half-way through causing her to sink in two minutes with 17 of her crew. Captain Kelleran and 11 men managed to jump aboard the other ship as his vessel for a moment swung alongside of her. The stranger proved to be the British iron ship *Thirlmere* whose master, Captain Smith, acknowledged in writing to Captain Kelleran, that the side lights of the *Johnson* had been seen fully five minutes before the collision occurred. The *Thirlmere* was also bound from Caleta Buena to Hamburg and later landed the survivors of the *Johnson* at Pernambuco.

ANNIE M. SMULL

THE ship *Annie M. Smull* was built at Mystic, Conn., by Charles H. Mallory, for his own account and was launched in September, 1868. Her dimensions were 181:9 feet, by 37:2, by 21:9 feet; registered tonnage, 1010. She was of medium clipper model and like all of Mr. Mallory's productions, was a handsome vessel in all respects. For the first ten years or so she was engaged in trade with San Francisco, her voyages being either between that port and the Orient or the Atlantic. Thereafter, under the management of Edward Lawrence of Boston, she traded between the North Atlantic and the Far East, mainly carrying case oil on the outward passages. In 1895 she was sold for about $24,000, to go under the Norwegian flag.

The *Annie M. Smull* was classed as a good sailer and is credited with making the exceptionally fast run of 34 days from San Francisco to Hong Kong. The average of her passages from New York to San Francisco is 125 days, the slowest being 130 days. Her best runs around Cape Horn to the eastward were 111 days to New York and 113 days to Queenstown. As a rule she was fortunate in escaping damage from the elements.

Capt. Charles E. Packer, who had been employed as master by Mr. Mallory, a number of years, among other vessels, in the bark *Galveston,* took command of the *Annie M. Smull* when she was launched and continued in her until the ownership passed to Mr. Lawrence. In 1883 he was mate of a fishing schooner, adversity having overtaken him as well as his old-time employer, who passed away in June of that year. In 1876, Captain Packer laid off for a voyage, being relieved by Capt. William C. Warland, who, while the *Smull* was passing through the Straits of Le Maire, bound from New York to San Francisco, rescued the crew of the bark *Willie I. Thomson,* of St. John, N. B. The unfortunates had been 15 days in open boats following the burning of their vessel and were nearly exhausted.

Captain Packer was succeeded in the *Smull* by Capt. J. W. Guest who had been master of the ship *Alice Ball*, of New York, for a number of years prior to her being abandoned in the North Atlantic Ocean in June, 1873, while bound to Queenstown from Enderbury's Island, Pacific Ocean, with guano. The crew were rescued by the British ship *Benmore* and were landed at London. Captain Guest then took command of the clipper ship *Fleetwing,* of Boston, and continued in her until she was sold to go under the British flag in 1876.

ARABIA

THE *Arabia,* built and owned by Houghton Brothers, of Bath, Maine, was launched on Dec. 2, 1882, and was in every respect a splendid vessel. She was the first Houghton ship to be equipped with double topgallant yards. Her dimensions were 238:9, by 43:2, by 27:6, and she measured 2024 tons. On three occasions she carried coal cargoes from England to San Francisco, each being a trifle over 2800 tons, and on one voyage to New York from San Francisco she had 3010 tons of refined sugar in bags, showing that she was a good carrier.

All the voyages made by the *Arabia* were between North Atlantic ports and San Francisco, 11 rounds being completed over this course. The average of all her passages out to San Francisco is 137 days, of which nine were made in 140 days or under, showing very even sailing. The three fastest were 126 days from Cardiff, 133 days from New York, and 131 days from Liverpool. The 11 passages to the eastward average 122 days, the three shortest being to New York in 96 days, 108 days and 111 days respectively. On the 96-day run she had the very heavy cargo of sugar previously referred to, and this was the first sugar cargo shipped from San Francisco to an Atlantic port. The shortest passage made to Liverpool.was 119 days.

On her passage from New York, in 1884, the *Arabia* lost her three topgallant masts when 30 days out and on a similar voyage in 1892 her cargo shifted and she lost some sails in the South Atlantic when a sudden shift of wind from northwest to southeast, blowing with hurricane force, made the ship unmanageable for three hours. On Oct. 13, 1883, she left San Francisco for Liverpool and had an uneventful passage until near the Irish coast when she met with very severe weather. On Feb. 9th a heavy sea broke the steering gear, disabled two men and washed the second mate overboard. Temporary steering gear was rigged which required six men to handle. Thus crippled and in the face of continued stormy weather, Captain MacLoon, who would have been fully justified in putting into Queenstown, which he could have done a day or two later, kept on and ultimately got his vessel to Liverpool on Feb. 14th. The underwriters on the cargo, in recognition of the courage and skill exhibited by Captain MacLoon under such trying circumstances, presented him with a purse of 50 pounds sterling.

These few mishaps are believed to be the only ones experienced by the *Arabia* prior to her loss and indicate that she was a fortunate ship. She was lost on her 12th outward passage from the Atlantic.

Sailing from New York, March 14, 1895, she went ashore and was wrecked at the end of May on the Diego Ramirez Reefs near Cape Horn. Captain MacLoon, his wife and all the ship's crew got ashore safely. Some two weeks later the British ship *Achilles*, bound from the West Coast to Hamburg, passed close enough to be intercepted by a boat sent out from the island and the shipwrecked party was picked up. On June 28th they were landed by the *Achilles* at Montevideo.

Capt. Charles H. MacLoon was in command of the *Arabia* during her whole career except for one passage in 1892. He was an old employe of Houghton Brothers and was in their ship *Geneva* when she was lost in the great tidal wave that swept the Peruvian Coast in May, 1877. His ship was at Huanillos, loaded with guano, and was to have sailed the next morning, when she was overwhelmed and foundered in 15 fathoms of water. After the loss of the *Arabia*, Captain MacLoon made a passage in the ship *Benjamin F. Packard*. His last days were spent at his home in Alameda, across the bay from San Francisco.

ARMENIA

THE *Armenia* was a fine ship, launched in October, 1877, from the shipyard of Houghton Brothers at Bath, Maine, and that firm were her owners throughout her whole career. She was 223 feet long, by 40, by 26 feet, and registered 1643 tons. Except for the passages to San Francisco, in 1884 and 1886, she was commanded by Capt. E. L. Carter who had previously been master of the Houghton Brothers' ships *Caledonia* and *Columbia*. After the loss of the *Armenia* the Captain took the new ship *Parthia* but died soon after taking the ship to San Francisco on her maiden voyage.

The *Armenia* spent her whole sea life in the California trade. She made ten passages to San Francisco from the North Atlantic, one of which was from Liverpool and the remainder from American ports. The run from Liverpool was made in 118 days and one of 119 days was made from New York; these are the two fastest westward passages made by the ship. Due to particularly adverse weather conditions on several of the runs, on one of which she was 162 days, her average figures 139 days. Of the nine eastward passages one was to New York, made in 114 days, and the others to European ports, the average of the whole being 124 days. The fastest was made in 1881 — 108 days to Antwerp. Much to the satisfaction of underwriters, the *Armenia* was very fortunate in escaping damage from the elements while at sea.

On Aug. 25, 1889, the *Armenia* was loading wheat at Port Costa, some 30 miles from San Francisco, and had about 400 tons on board, when shortly after midnight the grain warehouses of George W. McNear were discovered to be on fire. Alongside the dock were also the wooden ship *Honauwar* and the iron ship *Kenilworth* and before the lines of any of the three could be cast off, their rigging was ablaze. They drifted out into the bay where the wooden ships soon became a mass of flames, finally burning to the water's edge and becoming a total loss. The crews saved themselves by jumping overboard, some making their way to shore, while the others were picked up. The *Armenia* was insured for only $20,000.

AUGUSTA

THE ship *Augusta* was built by John Currier, Jr., at Newburyport, Mass., and was launched in January, 1868. She was described as being quite a lean ship, having a beam of 36 feet, 11 inches, against a length of 200 feet and depth of hold of 24 feet. Her model was called that of a medium clipper and her registered tonnage, 1326. E. S. Moseley was her principal owner, E. T. Raynes her managing owner and Capt. Edmund S. Raynes her master, during her career as an American ship. The Captain had a financial interest in the vessel.

The *Augusta* was employed in trade with ports in India, practically all of her voyages being to Calcutta or Bombay. So far as can be ascertained she has no fast passages to her credit, her voyages being made in fair average time. In 1869 she was 109 days from Calcutta to Boston. Her last voyage as an American ship was from Liverpool to Bombay.

In November, 1869, while in the Indian Ocean, the *Augusta* came up with a trading vessel bound to Maulmain, which had been totally wrecked in a hurricane, her complement of 50 people having been without food or water for four days. Captain Raynes succeeded in rescuing the whole company, for which action he was presented with an elegant gold watch and chain by the British Government. During the two years prior to this incident, Captain Raynes had rescued 23 other persons who had suffered shipwreck.

Captain Raynes was a native of Newburyport, a competent navigator, and had commanded a large number of vessels before taking the *Augusta*. These included six schooners, two brigs, three barks and six ships, among the latter being *Vistula*, *Winged Hunter* and *Longwood*. In 1850 he had the bark *Alice Tarleton*, running between San Francisco and the Columbia River, later taking her to the Atlantic coast. This vessel had gone out to San Francisco during the gold rush of 1849 under command of a Captain Hall. Captain Raynes was a very economical man and while in the *Augusta*, running without side lights, his ship one night, ran down and sunk a French bark off Rio de Janeiro. There was no loss of life but the *Augusta* was found to be at fault and the affair cost her owners some $80,000. The ship was later sold to foreigners. Captain Raynes died in December, 1883, at the age of 72 years.

AURORA

THE ship *Aurora* was a three-decker built by William H. Webb, at New York, in 1854, to be operated as a "packet" between that port and Liverpool and as such she carried freight and passengers for many years. She was 202 feet, by 42, by 29 feet, and registered 1859 tons. During the late '60's, the days of the sailing packets being practically over, Howland & Frothingham, who had previously purchased her from Grinnell, Minturn & Co., placed her in the general carrying trade and prior to 1875 she made a number of voyages between New

York, San Francisco and Liverpool. In common with most of the trans-Atlantic packet ships the *Aurora* was of full model with no pretension of being a fast sailer and so far as her long distance voyages are concerned they were generally slower than average.

In February, 1875, the *Aurora* arrived at San Francisco in 147 days from Liverpool, with 1800 tons of coal. She was then laid up and finally, following the suspension of her owners, in October, 1876, was sold to John W. Elwell & Co., of New York, for $30,000, currency. The following February she left San Francisco for the Peruvian deposits to load guano for New York. Thereafter she was operated in the case oil trade with ports in the Far East and while in port at Calcutta, in January, 1884, with such a cargo, she caught fire and became a total loss.

Capt. Galen O. Norton of Brooklyn, N. Y., took command of the *Aurora* in 1870 and continued in her until his death at San Francisco in August, 1875. The Captain had previously been master of the old ship *I. F. Chapman,* built at Thomaston in 1855 and owned by Elwell & Co. On the purchase of the *Aurora* by that firm they transferred Capt. Robert L. Merriman from their ship *Carrier Dove* and he remained master of the *Aurora* until she was burned.

A very handsome ship named *Aurora,* of extreme clipper model, was built by John Taylor at Chelsea, Mass., in 1853, and for some 10 years was engaged in the California and East India trade. She was then sold to go under the British flag and was operated between England and India. About the year 1870 she was burned at sea off Bombay, some of her officers being prosecuted and convicted on the charge of having set her on fire.

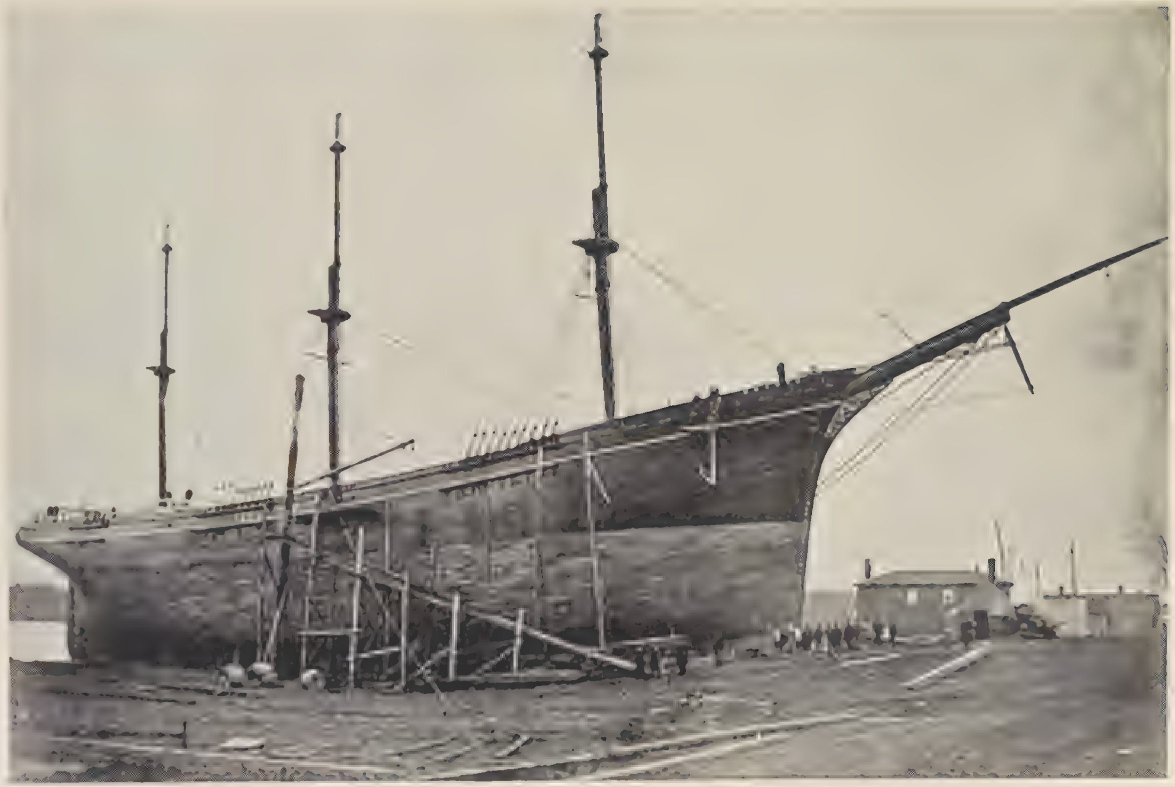
AUSTRIA

THE ship *Austria* was built at Bath, Maine, by Houghton Brothers, for their own account, and was launched in December, 1869. She was 198:4 feet, by 39, by 23:9, and registered 1300 tons. Capt. John P. Delano, a shipmaster long in the employ of the Messrs. Houghton, was appointed to command her.

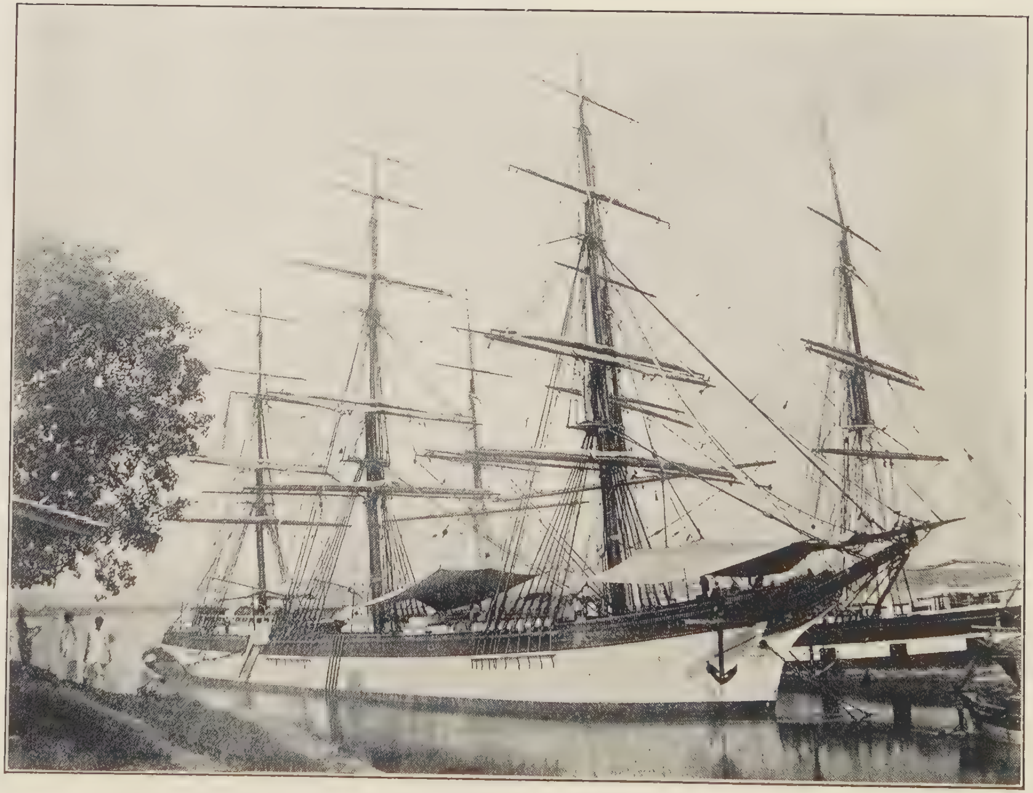
The *Austria* first made a couple of trans-Atlantic voyages in the cotton trade and then was put on the Cape Horn run to San Francisco. On this route and intermittently on that to Australia and the Far East, she continued until her arrival at San Francisco from Cardiff, in October, 1884. The rest of her sea life was spent in the Pacific.

The *Austria* was a good carrier and for a vessel of her class has a good sailing record. In 1873-1874, while under command of Capt. John P. Delano, she made the run from San Francisco to Liverpool in 102 days. On May 31, 1881, she left Cardiff, with coal for Rio de Janeiro, and made the passage in 50 days; was in port 30 days discharging and ballasting. From Rio de Janeiro made the run to San Francisco, in 70 days, which is very close to record. Loaded a full cargo of wheat and passed through the Golden Gate, Dec. 2nd, for Queenstown, arriving out after a passage of 111 days. She later proceeded to Hull and from that port made the passage back to San Francisco in 119 days. Capt. David Gilmore was in command during this period.

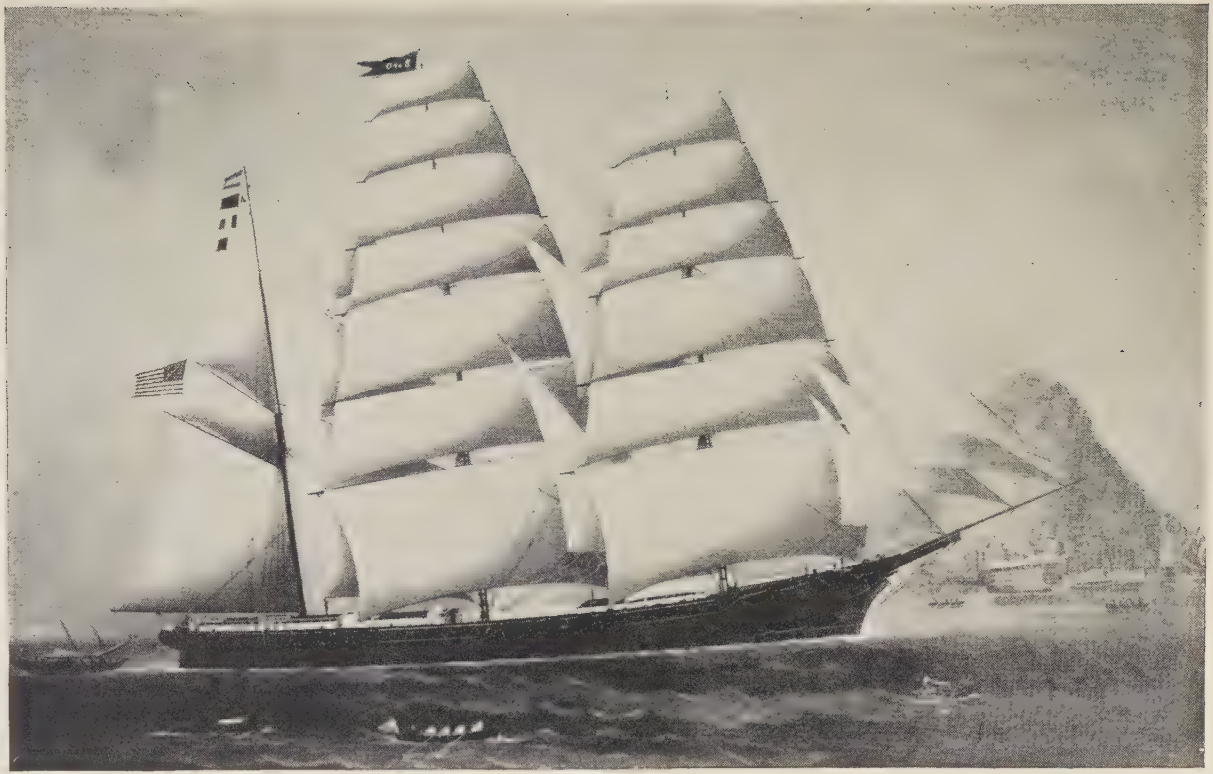
In 1886 the firm of A. M. Simpson & Brother, of San Francisco, purchased Houghton Brothers' interest in the *Austria*, but Capts. Delano and Gilmore retained theirs. The *Austria*, re-rigged as a bark, then made a round voyage to Australia after which she was kept in the coastwise coal trade. On her passage up from Sydney to San Francisco she encountered a hurricane in the South Pacific which commenced in the east and wore around to the southwest, lasting several days. When the storm broke, the ship was hove to under goose-wing lower maintopsail. The force of the wind was such as to blow away an entire suit of new sails which were furled with double gaskets; the cargo shifted to port; bulwarks were stove; decks swept of everything movable; and two boats lost, as also the water casks and the main water tank. The spare topmast on deck was washed adrift, starting the pumps, bitts and main capstan and doing other damage. Lifts and braces on the yards, as well as the iron work, were carried away and yards, running gear and rigging were badly chafed. It was only with great difficulty that the foremast was saved. After



"ARABIA," 2024 TONS, BUILT AT BATH, MAINE, IN 1882
Showing her ready for launching. Courtesy Edward S. Clark



"AUGUSTA," 1326 TONS, BUILT AT NEWBURYPORT, MASS., IN 1868
Copy, by George E. Noyes, Newburyport, of a photograph taken in Calcutta, in 1870



"BELLE OF OREGON," 1110 TONS, BUILT AT BATH, MAINE, IN 1876
From a painting by a Chinese artist showing the ship going into Hong Kong
Photograph by George E. Noyes, Newburyport

"BENJAMIN F. PACKARD," 2076 TONS, BUILT AT BATH, MAINE, IN 1883

Photograph by Ewing Galloway, New York, through the courtesy of Edward S. Clark the storm cleared away, the spanker, lower maintopsail and foretopmast staysail were bent and the ship got steerage way she having meantime drifted between the Minerva Reefs. Three days were required to trim cargo and the ship touched at Honolulu, to renew a supply of water and manila rope, remaining off that port eight hours. She finally arrived at San Francisco, May 22, 1886, Captain Delano reporting his passage from Sydney as 98 days, via Honolulu, 19 days.

On Jan. 21, 1887, the *Austria* left San Francisco in ballast, bound to Tacoma for a cargo of coal. The following is Captain Delano's account of her loss:

"We had a fine run of 8½ days to the vicinity of Cape Flattery; the wind had been from the south and east, when it hauled to the westward and blew a heavy gale. We did not calculate ourselves so near the coast until we made Cape Flattery light when we knew that the current had taken us inshore, the light bearing west by north. Immediately made all possible sail and headed N.W. by N. The vessel making leeway, wore around heading S.S.W. Lost foresail, foretopsail and mizzen staysail, all new canvas, blown out of the bolt ropes, the vessel still making leeway and drawing nearer the shore. Fortunately daybreak was drawing near. The sea was a mass of living breakers to leeward and as daylight dawned we realized our dangerous position and did not know how soon the vessel would dash itself to pieces on some hidden rock. Our principal sails being blown away there was nothing left for us to do but steer through the network of rocks to the smoothest place visible and about 7.30 A.M. she struck a hidden rock, part of which must have gone through her bottom as the tide ebbs and flows through her as she lies upright and apparently uninjured. During the day the wind hauled to the northward and the sea went down sufficiently to allow us to make a landing in the boats and as we approached the land the Indians came out in their canoes and assisted us in getting safely ashore. We suffered very much with the cold until the next day when the sea had sufficiently moderated to allow us to return on board and get bedding, clothes and some provisions.

"We saw the steamer *Mexico*, bound to the northward, and hoisted our signal numbers in hopes that she would read them; she came near enough for us to see the people on her decks and we hoped she would come close enough to send a boat ashore; but she kept on her course and we consoled ourselves that though she rendered us no assistance, she would no doubt report our condition and assistance would soon be at hand. Next day we commenced to land sails, rigging, stores, and all movable articles. When everything had been removed except the ship's anchors and chains, I walked 30 miles to Neah Bay, suffering much with the cold. The crew were left to watch the salved property."

On arrival at Neah Bay, Captain Delano ascertained that no assistance had been rendered because the revenue cutter, then in port, was out of fuel. Later, the Captain proceeded in the cutter *Oliver Wolcott*, to the scene of the wreck; the cutter was anchored inside the Flattery Rocks and with the assistance of the crew of the *Austria* everything was saved from the ill-fated vessel except some old sails and furniture. The ship was left upright on a rock, apparently uninjured with the exception that a piece of rock had broken through her port bilge directly under the fore hatch. The donkey engine and boiler were saved. The salvaged material and gear was later sold at auction, realizing $3,000. The vessel was valued at $20,000 and was insured for $7,900. The hull ultimately broke up.

Capt. John P. Delano, the first master of the *Austria*, was a native of Woolwich, Maine, and born in 1827. He first went to sea in the brig *Triumph* and was for many years master of ships belonging to Houghton Brothers. Aside from the *Austria*, these included the *Marshfield*, *Assyria*, *Scotia*, and *Bohemia*. He was some four years master of the *Austria* and was succeeded by Capt. David Gilmore, the dean of Houghton Brothers' shipmasters, who was later in their ships *Servia* and *Parthia*. In 1882, Captain Gilmore relinquished command of the *Austria*, to George C. Delano, who had been for a number of years in the ship, latterly as chief officer.

Capt. George C. Delano was also a native of Woolwich, Maine. After the loss of the *Austria*, in which he owned a number of shares, he sailed on the Pacific for a number of years, in the ship *Seminole* and the barkentine *Echo*. For a time he had a shipchandlery store on the wharf at Tacoma and owned a home at that place. Later he is said to have moved to Portland, Oregon, and passed his last days there.

AUTOCRAT

THE medium clipper ship *Autocrat*, 1130 tons register, was built at Chelsea, Mass., in 1859, and was owned by Thomas Howe and others of Boston. During her short career she was employed as a general trader and was commanded by Capt. A. H. Burwell. After her loss Captain Burwell was master of the ships *George H. Warren* and *Sarah Hignett*.

In November, 1867, the *Autocrat* sailed from Baltimore with 1450 tons of coal, for San Francisco, and on April 6, 1868, passed through the Golden Gate and into the Bay in a light westerly breeze, on a flood tide. At 9 P.M. Captain Burwell, supposing everything to be safe, went to his cabin to examine his letters, leaving his ship in charge of pilot John Delayne. Shortly thereafter he heard the order "Down with your anchor" and hastening on deck, found that his ship had already struck on the seaward side of Arch Rock and was hard and fast. Word was immediately sent ashore and tugs arrived to render assistance but the ship could not be moved and all hands were taken off. The next day ship and cargo were sold by auction for $10,000 and a large force of men were sent off to salve whatever was possible. Strong cables were stretched between the ship and that portion of the rock that was always above water, to prevent her from sliding off into deep water as the clipper ship *Flying Dragon* had done previously under similar conditions. The next day the masts went by the board and were towed ashore and 24 hours later the ship was entirely under water, but by this time the salvaging crew, working night and day, had recovered all stores, sails and rigging. An attempt was made to cut through the sides of the ship to get at her coal cargo but her careening prevented this being accomplished.

In July, 1901, when contractors were employed in blasting out Arch Rock, they located and brought to the surface a portion of the stem of the *Autocrat* in which were some brass or copper bolts. The wood was in good condition, very hard and seemingly petrified. Prior to their elimination, Arch Rock and another ledge known as Shag Rock, which was not far distant and awash at high tide, were menaces to the navigation of that portion of San Francisco Bay, particularly to ships under sail during certain conditions of wind and tide.

BELLE OF OREGON

THE bark *Belle of Oregon* was built by Goss & Sawyer, at Bath, Maine, for Capt. William H. Besse of New Bedford, and a number of his friends, and was launched in June, 1876. She was 185:-6, by 38, by 22:5 feet, and registered 1110 tons. She was built to be operated mainly with Portland, Oregon, carrying flour thence to China and returning with "coolie" laborers, or to take wheat from the Columbia River to the United Kingdom. Her handsome figurehead was symbolical of the latter trade and this image was so valued that the outstretched arm with hand grasping a sheaf of wheat, was detached while the vessel was at sea, to prevent its loss. The vessel had large housing accommodations on deck for Chinese passengers but coming on the scene only shortly before agitation had been started to have Asiatic immigration stopped, her operations in this direction were confined to two runs from Hong Kong to the Columbia River and a single one to San Francisco. Her outward passages during her early career were from Liverpool or Cardiff to Hong Kong with coal. In 1878-1879 she took her first wheat cargo from the Columbia River to Europe, this being followed by one in 1882 and another in 1884. In the two latter instances her outward passages had been from New York to Portland with railroad material. During her last years as a sailing vessel the *Belle* was engaged in the case oil trade with the Far East.

The sailing record of the *Belle of Oregon* is good. Her passages from Atlantic ports to China were generally made under 120 days. In 1882 she made the run from Astoria to Queenstown in 97 days and after crossing to Boston, went out to Melbourne in 87 days. In 1877 her time from Hong Kong to San Francisco was 42 days, a very fast run. She then went to Honolulu; picked up supplies and laborers to be used in loading phosphatic guano at Baker's Island; was at the Island some three weeks taking on her cargo and on arrival at Queenstown had been only 155 days out from San Francisco, including all detentions. In 1887 she passed through the Straits of Sunda in the very fast time of 18 days from Manila and was thence 84 days to New York, her run of 102 days from the Philippines, being the shortest made that season.

In 1892 the *Belle* loaded general cargo at Portland, Oregon, for New York and all went well until latitude 14° north was reached when a hurricane developed that lasted 22 hours. The cargo shifted and the ship was thrown on beam ends; the fore- and mizzentopmasts and the maintopgallant mast were carried away; the foremast sprung; bulwarks and chain plates lost; galley gutted and much other damage done on deck. Three of the crew were washed overboard but were thrown back on deck by the returning swell. When the storm blew out, Captain Matthews found seven feet of water in the hold and put the ship about for San Francisco, where he arrived 27 days later. Necessary repairs were so extensive that the *Belle's* stay in port was something over six weeks.

The *Belle of Oregon* was ultimately converted into a coal barge and after operating along the Atlantic coast a number of years, finally met her fate in a gale. She sprung aleak and foundered taking down her master, Capt. William C. Harding and his crew of three men.

The first commander of the *Belle of Oregon* was Capt. Jacob Merriman who had previously been master of the bark *Clara Eaton* of Portland, Maine. In 1882 he left the *Belle* to take the new ship *Henry Failing*, of which Capt. William H. Besse was managing owner and in which he himself owned an interest. His successor in the *Belle* was Capt. Edwin L. Matthews of New Bedford, who had purchased a considerable interest in the vessel, he afterwards appearing as managing owner as well as master. Captain Matthews had many years previously commanded the clipper ship *Competitor* and the ship *Anahuac* and after disposing of the *Belle of Oregon* had the ship *Henry Failing* for a short time. The Captain was very proud of the *Belle*, always keeping her in the pink of condition and being specially careful to have her hull painted with a very attractive sort of bronze green.

Incidents occurring during a passage of the *Belle of Oregon*, from New York to Saigon, with case oil, in 1886, are thus described in a letter from one of her crew, now a business man of Boston:

"When we sighted Table Mountain, Cape of Good Hope, the 'tablecloth' was well spread. Next day the weather suddenly became thick and stormy and we were shortened down to lower topgallants, the decks being filled with water. The watch was stationed on top of the after house, by the mizzenmast, and two men were at the wheel. It was about four bells in the after watch and the sea was filled with a phosphoric glow so that it looked like an ocean full of lights. The mate had gone below for a moment and the old sailor who had the weather wheel began to let the ship go off. The mate rushed up the companion-way just in time to see us passing a large full-rigged ship shortened down to lower topsails, on our port side, going in our direction. We were close enough so that I could have tossed a biscuit on her deck. The water being filled with so much glow, the question has always been with me, what did the man at the wheel see that caused him to take matters into his own hands? Later he told us that he saw a glimmer of light which he thought came from the binnacle of a ship ahead. This, of course, could only show as the ship would rise on a swell and then only at long intervals and under certain conditions. Our old sailor had been in the Navy during the Civil War and said that once before he had had a somewhat similar experience. However, be that as it may, if it had not been for the old man's intuition, or whatever it may be called, the *Belle* would have struck the other ship squarely in the stern and not a soul would have been left on either vessel to tell the tale.

"In the Indian Ocean we sailed for days together through fields of floating pumice stone, patches of blue water being caught sight of only here and there. We had the usual troubles so far as rows on board are concerned and as the food was quite poor, a delegation was sent aft to complain. The result was that we were put on our 'whack,' or government allowance, all articles being weighed or measured out each morning before a member of the watch. Later on, when nearing China, the crew again became disaffected and practically refused duty. We were all then called to the mainmast where the mate, with note book, made entries of the confab that followed, and the boy members of the crew were put to work shining up the hand-cuffs."

BENJAMIN F. PACKARD

THE ship *Benjamin F. Packard* was named after a member of the shipbuilding firm of Goss, Sawyer & Packard of Bath, Maine. The business had been established in 1866 by Capt. Guy C. Goss and Elijah F. Sawyer. Mr. Packard had been boss carpenter for shipbuilder F. O. Moses, some ten years prior to 1871, after which he was employed by Loring White for a time. In 1873 he entered into partnership with Goss & Sawyer and operations in the southern half of the old yard were conducted under the firm name of Goss, Sawyer & Packard, while in the northern half, Goss & Sawyer continued to build on their separate account. After the suspension of both firms in 1884 and the formation of the New England Shipbuilding Company to take over the plants, Mr. Packard was appointed superintendent of the new concern and so continued until his death in September, 1885. He was born in Wiscasset, in 1826, but in 1850 went to Bath to work in the shipyards.

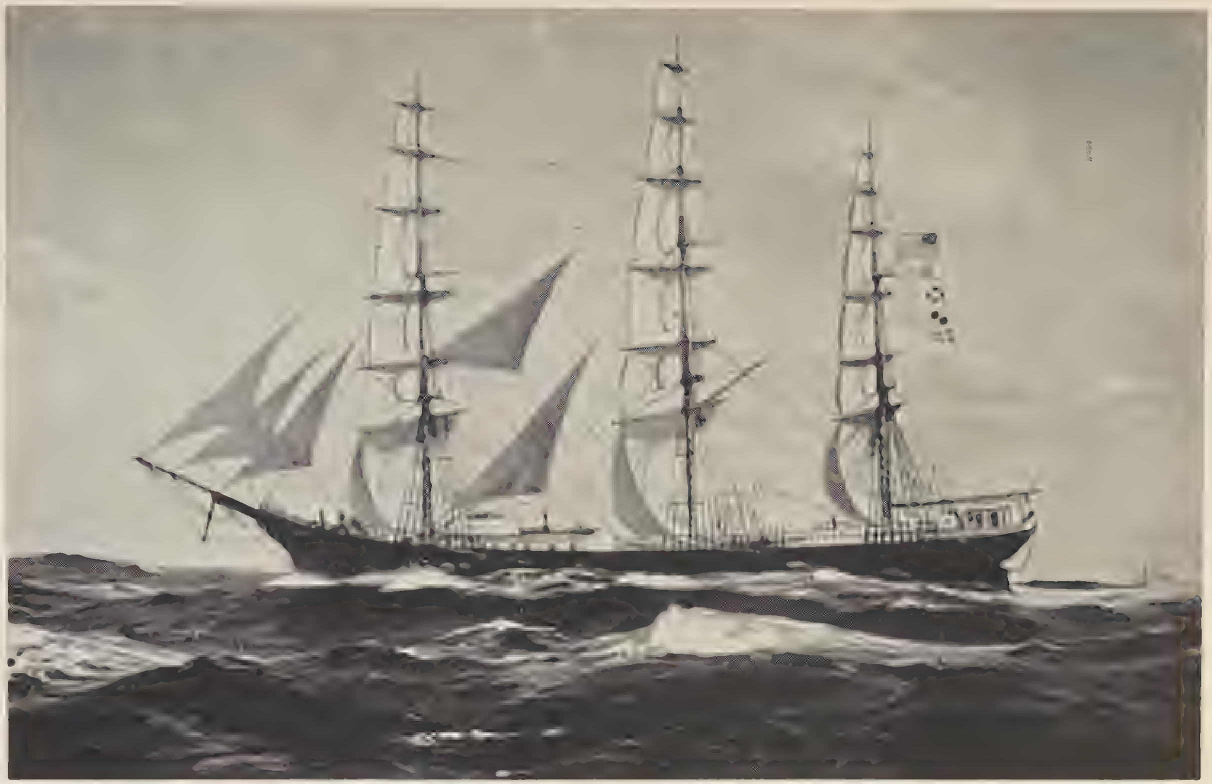
As both Captain Goss and his partner, E. F. Sawyer, already had vessels named after them it appeared appropriate that Mr. Packard should be honored in a similar way. Therefore the last sailing ship built by Goss, Sawyer & Packard was named the *Benjamin F. Packard* and she was so christened on being launched in November, 1883. Her dimensions were, 244:2, by 43:3, by 26:7, and she registered

2076 tons. She crossed three skysail yards and in model and all other respects was similar to other "Down East" cargo carriers of her time. For the first few years her managing owner was Capt. John R. Kelley. Later, and for about twenty years, she was owned by Arthur Sewall & Co.

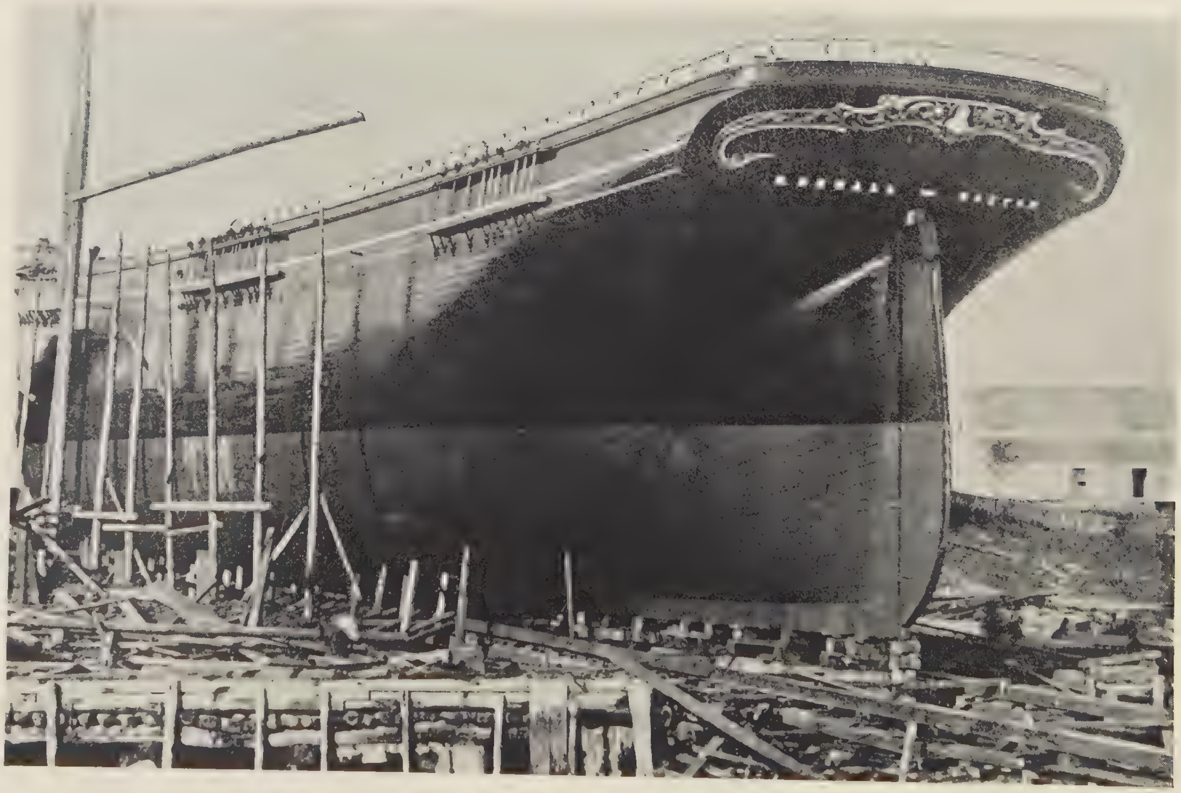
During the past few years the *Packard* has had much publicity and many accounts of the "wonderful career" of the "celebrated clipper" and her fast voyages in the China tea and Australian wool trade, have appeared in print. In truth, the ship never made a single such voyage, and in spite of the fact that all her commanders were thoroughly experienced navigators, and several of them noted "drivers," her sailing record is not as good as other ships operating contemporaneously. From her first voyage in 1884 until 1900, all, except two, of her passages from Atlantic ports were to San Francisco, one of the exceptions being a run from Liverpool to Port Moody, B. C., with railroad iron and the other from New York to Kobe with case oil. Between 1900 and 1904 she was carrying coal from Norfolk to Honolulu and thereafter, until she became a "salmon packer," she was again running out to San Francisco or other North Pacific Coast ports.

The average of the passages made by the *Packard* from New York or Baltimore to San Francisco, is 148 days; two runs of 130 days each being her fastest; three were between 150 and 160 days and she had one each in 163, 165 and 172 days, the last mentioned being her slowest. The run from Liverpool to Port Moody occupied 153 days and on her passage from Baltimore to San Diego she made the slow time of 114 days from Montevideo to the Southern California port. Her voyages from Norfolk to Honolulu and that from New York to Japan, were also considerably longer than those made by other ships traversing the routes at about the same period.

On April 15, 1892, the *Packard*, laden with general cargo, sailed from San Francisco for New York and arrived out on July 18th, a passage of 94 days. This passage is the only fast one that can be credited to the ship and although it is frequently referred to as having been made in 83 days, the dates herewith given of departure and arrival, as also the time stated, 94 days, are correct. In connection with

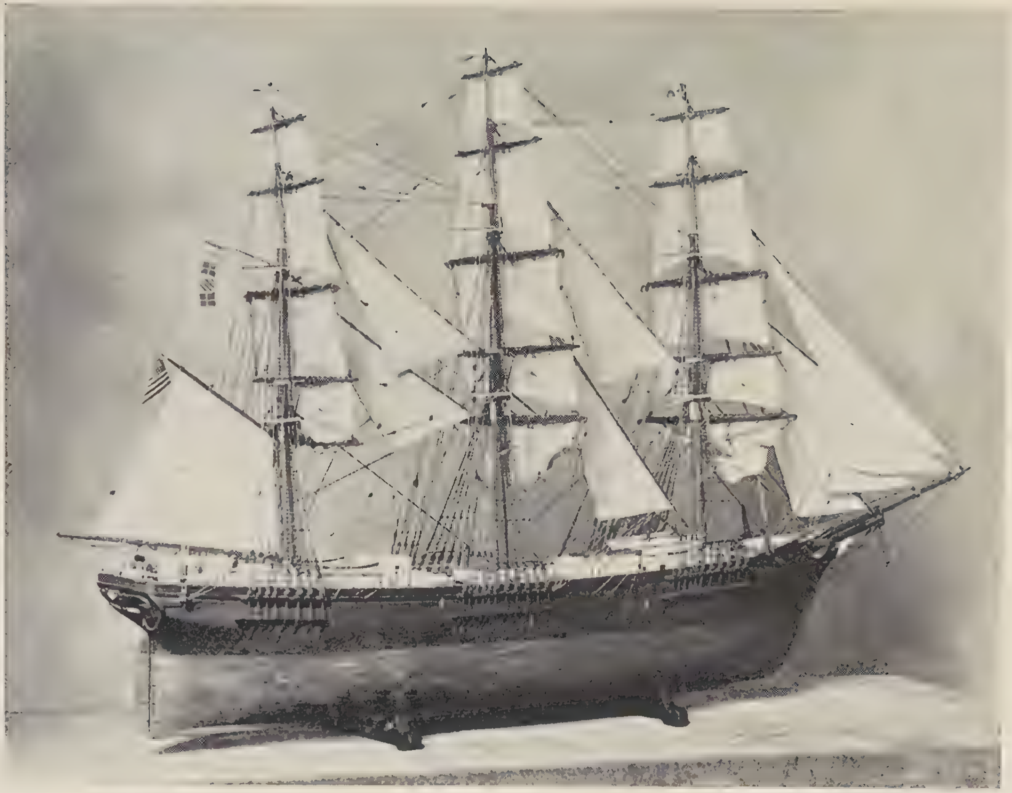


“BENJAMIN F. PACKARD,” 2076 TONS, BUILT AT BATH, MAINE, IN 1883
From an oil painting by Charles R. Patterson



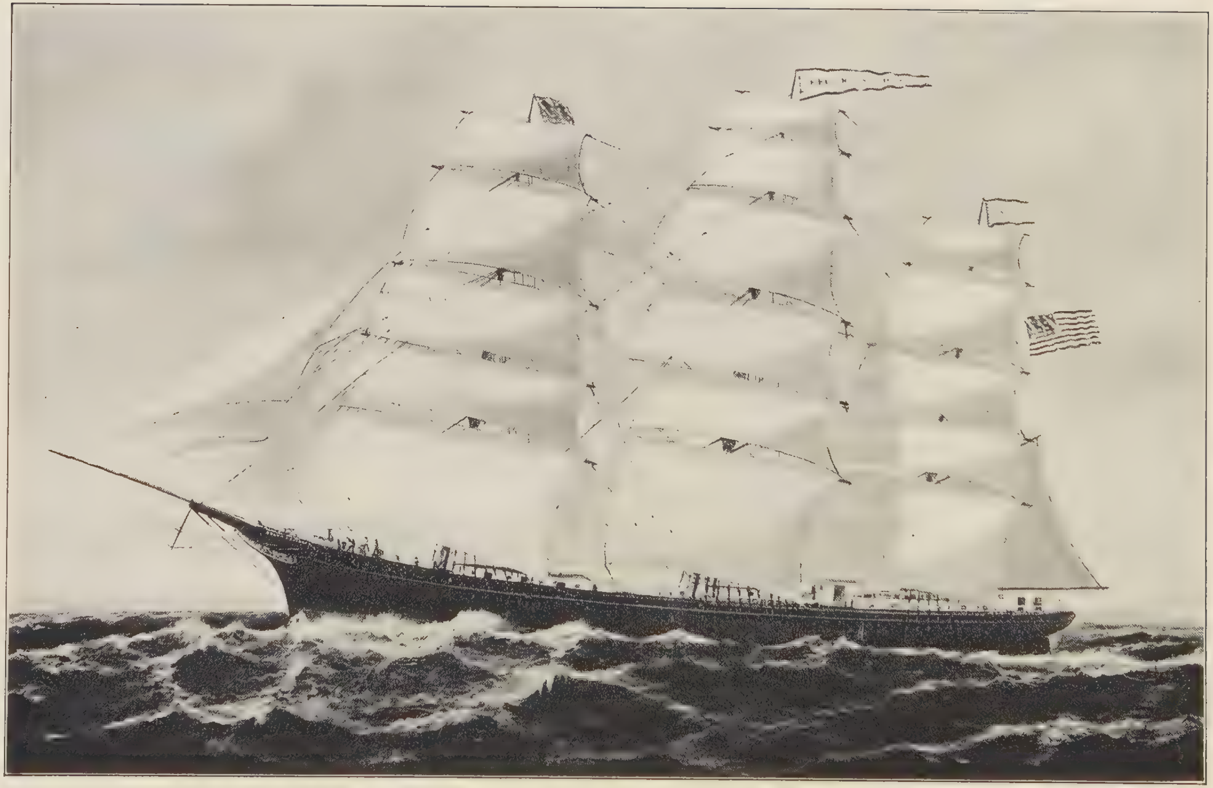
"BENJAMIN SEWALL," 1362 TONS, BUILT AT BRUNSWICK, MAINE, IN 1874

From a photograph in the Brunswick Public Library, Courtesy Edward S. Clark



"BENJAMIN SEWALL," 1362 TONS, BUILT AT BRUNSWICK, MAINE, IN 1874

Photograph of a model built by Walter A. Simonds, Pasadena, California



"BROWN BROTHERS," 1420 TONS, BUILT AT NEWBURYPORT, MASS., IN 1875 this passage it is noted, however, that the ship *A. G. Ropes* left San Francisco in company with the *Packard* and arrived in New York one day in the lead. The *Ropes* was in ballast and the weather experienced on the passage may have given, to a ship flying light, an advantage over one cargo-laden, but allowance must be made the *Ropes* for detention off Cape Horn, in taking off the crew from a ship about to sink, and a later stop off Pernambuco to land them.

This 94-day passage of the *Packard* cuts down the average length of her runs from the Pacific Coast to the United Kingdom or New York, to 126 days, which is quite high for voyages to the eastward. Two of her runs were made in 114 days each and she had one of 112 days. A passage made from Honolulu to New York took 133 days.

It fell to the lot of the *Packard* to meet with a number of mishaps during her career as a general carrier but none were of a very serious nature, and as a rule she was singularly fortunate in escaping damage when rounding Cape Horn. Among the experiences she had was a collision with the ship *W. F. Babcock* while both were in tow on Puget Sound; being towed on a reef while leaving her loading berth in San Francisco bay, this resulting in the towboats being libelled for $26,000; being obliged to put into Montevideo due to her coal cargo becoming overheated; putting back to Montevideo from Cape Horn, damaged in spars and rigging, supposed due to carrying sail too hard in an endeavor to beat the ship *Bangalore*; losing her foretopgallant mast and three principal yards, with the running gear frozen in the blocks making it impossible to work the ship for 15 days off the Horn; and on another occasion being 32 days from 50° to 50° in very heavy gales, during which the cargo shifted. In February, 1902, Capt. Zaccheus Allen said that his passage of eight days down the coast from British Columbia to San Francisco, was the hardest he had ever experienced during his career of over a quarter of a century as master. Throughout the whole run very heavy gales were met with, the ship being flooded most of the time. Sails were blown away and most of the passage was made under lower topsails.

On her last long voyage the *Packard* arrived in Puget Sound on

May 6, 1908, after having discharged at New York a lumber cargo laden at Port Blakeley, Washington, in March, 1907. She had been sold while on the Atlantic coast by Arthur Sewall & Co. to the Northwestern Fisheries Company of Seattle and following her return to the Pacific she was operated in connection with her new owners' salmon canneries in Alaska for many years. Later, for a few years, she was similarly employed by the Booth Fisheries Company. After her return to Seattle, in the autumn of 1924, from Alaska, she was sold to a local lumber company who loaded her with timber and had her towed through the Panama Canal to New York. There she was purchased by speculators who for a short time used her as a display salesroom for a collection of marine paintings, ship models and the like, claimed to be antiques. This venture not being successful, the *Packard* was for a time used as a training ship by the Junior Naval Reserve. She was then towed to Manhasset Bay, Long Island, where she lay aground in the sand, upright, with masts and spars still standing. In December, 1928, some New York people announced their intention of purchasing her to send to Detroit for exhibition purposes but nothing came of this. In December, 1929, she was sold by auction for $1,000 to a firm dealing in antiques but they did not know what to do with their "bargain" so she again changed hands. In April, 1930, she was reported as being owned by some real-estate exploiters who had her moved to their property and proposed converting her into a combination of dance hall, soda fountain and such, for publicity purposes. It is to be hoped that the poor old ship will now be allowed to rest in peace.

Capt. John Waterhouse, who had previously been master of the ship *St. John Smith*, commanded the *Benjamin F. Packard* for the first three voyages she made. Capt. C. W. Jackson then made one voyage. Capt. Zaccheus Allen relieved Captain Jackson, in April, 1889, and aside from a voyage in 1896, continued as master of the *Packard* until October, 1904. Captain Allen had previously been in command of the ships *Eric the Red* and *Charles Dennis* and was a very competent navigator, a just man though a strict disciplinarian. Sailors nicknamed him "Tiger Allen" and the *Packard* was called a "hard" ship. Her last master under the Sewall ownership was Capt. H. A. St. Clair who had previously been in the *Aryan.*

BENJAMIN SEWALL

THE ship *Benjamin Sewall* was the last vessel built by C. S. Pennell & Co. at Brunswick, Maine, and was launched Oct. 21, 1874. She was 202 feet, by 38:9, by 24 feet, and registered 1362 tons. Mr. Benjamin Sewall, then over 80 years of age, was present at her launching. For a time her managing owners were Sewall, Day & Co., a Boston firm engaged in the manufacture of hemp and Manila cordage.

The *Benjamin Sewall* made several passages from the Atlantic to North Pacific ports and at intervals operated in the export lumber trade from Puget Sound, but most of her sea life was spent in voyages to the Far East. She made many long passages and had many mishaps. She was finally wrecked on the Pescadores Reef, Oct. 6, 1903, while bound to Shanghai from Singapore.

The *Sewall* was one of the ships damaged by the tidal wave that swept the Peruvian coast in May, 1877. Through colliding with other vessels, her jibboom and foretopgallant mast were carried away, nearly all her copper stripped off, etc., and she had to go on dry dock at Callao for repairs. In 1889 she was in collision off the English coast with the British ship *Sutlej,* losing her figurehead and being damaged forward, after which she took the ground but was pulled off by two tugs. In 1892 she arrived at Valparaiso from Puget Sound, damaged to such an extent that she had to dock for repairs. The nitrate cargo that she was to have taken to the Atlantic was forwarded by the ship *Thomas Dana* and the *Sewall* went back to Vancouver and loaded lumber for Queenstown. Two years later, on her passage from New York to San Francisco, she was badly damaged off Cape Horn, had several of her crew injured and lost practically all her fresh water, so was forced to put into Tome. In 1897 she was at Singapore with a sprung rudder-head, being then bound from Shanghai to New

York. In 1898, when bound from Baltimore to San Francisco, she put into Montevideo, partly dismasted. The cargo was discharged, the voyage abandoned, and the ship returned east. She then went out to Hong Kong and there was driven ashore in a typhoon and subsequently, on the passage from Shanghai to Victoria, encountered a second typhoon and put into Hakodate, where Captain Sewall left her to follow leisurely while he crossed the Pacific by steamer. The ship sailed from Puget Sound in November, 1901, for Fremantle, but put into Honolulu with the loss of a number of sails and in a leaky condition. The voyage was finally completed but it was the last the ship made. On many occasions her passages had been of so long duration that very heavy premiums had been paid for reinsurance.

Capt. A. M. Sewall, who is still living in Seattle, was in command of the *Benjamin Sewall* many years and was also reported as being her principal owner much of the time. His father is said to have previously been her master.

BLUE JACKET

THE ship *Blue Jacket* was built by Pine & Davis, at Greenpoint, Long Island, N. Y., and was launched Jan. 27, 1865. She was 195 feet, by 40:6, by 24 feet, and registered 1339 tons. She was originally owned by Charles R. Green of New York and for the first ten years her voyages were from that port to San Francisco. Most of the returns were with wheat to Liverpool or with guano from the West Coast. Following her arrival at San Francisco, in August, 1874, she was sold to the Black Diamond Coal Company and thereafter, for many years, was operated in the coastwise trade, although at intervals she took lumber cargoes from Puget Sound to Australia. In 1892 she was withdrawn from active service and after being laid up near San Francisco some three years, was towed down to Rotten Row in the Bay and broken up.

The *Blue Jacket* was a fine looking ship of medium clipper model and was expected to prove a good sailer but in this respect she was a disappointment and the average of her eight passages from New York to San Francisco is 146 days, the shortest being 131 days. Her first homeward run was from Honolulu to New Bedford in 100 days, and this seems to be the only fast or good passage she has to her credit, at least on her long distance voyages. Two of her runs from San Francisco to Liverpool were made in 132 and 144 days, respectively.

The *Blue Jacket* was singularly unfortunate on her voyages and met with many mishaps. The first of these was in 1866 when, a week or so after leaving Honolulu for New Bedford, she sprung aleak necessitating pumping 2,000 to 2,500 strokes daily the remainder of the passage, a windmill being rigged up to assist the work. The next year she sprung aleak shortly after leaving San Francisco for Liverpool and was forced to put back to port. Expenses in this connection amounted to $14,000. In 1876, on her passage from San Francisco to New York, she put into Rio de Janeiro, leaking, and with cargo damaged. She was discharged and repaired at a cost of $28,000 although her actual worth was only $40,000. She was over two months in port at Rio and 210 days on the whole run to New York. In June, 1885, she ran down the tug *Tacoma,* in the Straits of Juan de Fuca, the tug at the time having two vessels in tow bound to sea. Litigation followed and two years later the owners of the tug received judgment against the ship for $7,500. About this time the *Blue Jacket's* anchor fouled a telegraph cable in San Francisco Bay, resulting in another judgment being rendered against her this time for $1,600.

Capt. James S. Dillingham of South Harwich, Mass., commanded the *Blue Jacket* on her first voyage. The Captain had previously been master of the clipper ships *Nabob* and *Snow Squall,* the latter belonging to the owner of the *Blue Jacket.* While on a voyage from Penang to New York, in 1863, the lookout on the *Snow Squall* sighted a vessel which Captain Dillingham thought required assistance in some way. On the ships coming closer it was discovered that the stranger had port holes in her side and she being to windward, becalmed the sails of the clipper, hoisted the Confederate flag, fired a gun and ordered Captain Dillingham to heave to. This the Captain was apparently complying with but his ship had moved a little ahead and got a portion of the breeze in her sails when away she went. The privateer, which proved to be the *Tuscaloosa,* immediately started in chase firing repeatedly but without result. The *Snow Squall* was one of the fastest of the old clipper fleet and by four o'clock in the afternoon the *Tuscaloosa* gave up the chase after firing a parting broadside. This is one of the very few authenticated cases where by simple prowess of sail a Northern ship escaped capture by a Confederate privateer during the Civil War.

Captain Dillingham's last years were spent as commander of steamers on the Atlantic. He died while master of the *Finance,* as she was entering New York harbor in November, 1883, his age being 52 years.

Capt. Levi L. Simmons had command of the *Blue Jacket* on her second voyage and continued in her as master for about seven years. He left her at San Francisco in 1873 and then for some ten years sailed in the coastwise trade in different vessels. Later he took the steamship *Walla Walla* and was her commander at the time of his death in August, 1886. Capt. F. F. Percival, who had been sailing on the Pacific a number of years, took over the *Blue Jacket* when she was purchased by San Francisco parties and remained in her as master over ten years. Thereafter several different captains had command for short periods.

A large clipper ship named *Blue Jacket* was built in East Boston in 1854 and soon after being launched was sold in London to go under the British flag. For many years she was operated as a passenger packet between England and Australia or New Zealand and was known as a very fast sailer and one of the finest ships operated by the "White Star Line" out of Liverpool. In March, 1869, when near Cape Horn, bound home from New Zealand, she was destroyed by fire. She had 32 passengers and a crew of 39 who took to the ship's boats and later were picked up by a passing vessel, they being in the last stages of exhaustion from hunger, thirst and exposure.

BROWN BROTHERS

THE ship *Brown Brothers* was one of a number of ships built with capital furnished by parties in Searsport, Maine, itself a shipbuilding town but handicapped by lack of sufficient water close to shore to permit launching large vessels except at considerable expense and risk. This feature caused Capt. Daniel S. Goodell, Sr., who had sailed in and owned smaller vessels built in Searsport, to contract with Atkinson & Fillmore, of Newburyport, Mass., in the summer of 1875, to build the ship *Brown Brothers*. Her plans were drawn by New York designers but Captain Goodell and his master builder spent some six months in careful study of the specifications as it was the intention to build a ship perfect in every detail. The *Brown Brothers* was built specially for carrying large timber for shipbuilding, particularly such as was suitable for masts and spars. She was named after the principals of the Brown Brothers Lumber Company.

When work on constructing the ship was about to start, Captain Goodell sent master builder J. C. Dutch to Newburyport, to supervise the workmanship, inspect all materials and otherwise see that a first-class job was done. When launched in November, 1875, the *Brown Brothers* was the finest ship that had been built on the Merrimac River. Her carpenter bills amounted to $83,000 and her total cost was about $110,000. She was 208 feet, by 40, by 24 feet, and registered 1420 tons. She was built to be commanded by Capt. Daniel S. Goodell, Jr., son of the principal owner, and he continued in her as master until she was sold to go under the German flag in 1886. She was renamed *Columbus* and for many years was owned in Bremen.

During her career as an American ship the *Brown Brothers* made four passages to San Francisco, three of which were from Boston, and the other from Havre. On two occasions she took coal from Cardiff to Hong Kong and these constitute the total of her outward runs from Atlantic ports. In 1883-1884 she made several voyages in the coal trade between Seattle and San Francisco, after which she took lumber from Puget Sound to Australia and returned to California with coal. Of her homeward passages, three were from San Francisco to continental Europe with wheat; one was from Manila to Boston with sugar and hemp; and the other two from Puget Sound to Boston with ship timber. She made fair average passages as a rule and in 1883 is credited with the fast run of 69 days from San Francisco to the Atlantic equatorial crossing, on her voyage to Havre. On this passage her whole time was 104 days. In 1877 she made the run from Cardiff to Hong Kong in 99 days.

Capt. Daniel S. Goodell, Sr., was born in Prospect, Maine, in 1818, but settled his family in Searsport in 1855. He went to sea at the age of 14 and at 20 obtained his first command. Thereafter, for over 20 years, he sailed to all parts of the world in vessels in which he was part owner, making profitable voyages and being well and favorably known in the shipping world. Among his commands were the barks *May Elizabeth* and *D. S. Goodell* and the ship *Mary Goodell*, named after his wife. In 1859, Captain Goodell retired from active sea life and engaged in shipbuilding, at first, in partnership with Capt. William McGilvery and later, alone, on his own account. Among the vessels constructed were the barks *Emma F. Herriman*, *Moonbeam*, *Susan A. Blaisdel*, *Robert Porter* and *Goodell*. In addition to having the *Brown Brothers* built at an outside yard, he had William Rogers of Bath build the ship *Governor Robie* to be commanded by a second son, Capt. William H. Goodell. Among other ships in which he owned shares were the *City of Brooklyn* and *A. S. Davis*. The Captain was appointed Deputy Collector of Customs at Searsport, by President Lincoln, and served 12 years. He was Consular Agent for the Spanish Government for a time; a selectman of the town of Searsport and for a number of years, Justice of the Peace there. He died at Searsport, in March, 1904, at the age of 85 years.

Capt. Daniel S. Goodell, Jr., was born in Prospect, Maine, in 1853, and after attending Bucksport Academy, went to sea at the age of 16. His first command was the *Brown Brothers* and after her sale, he was in the employ of Henry Hastings of Boston as master of the fine ship *Charger*. Following her sale, to go under the German flag, in 1895, the Captain retired from sea life to spend the rest of his days at his home in Searsport, where he passed away in July, 1912, aged 59 years.

CARROLLTON

THE ship *Carrollton*, built and owned by E. & A. Sewall of Bath, Maine, was launched in November, 1872, and was 198 feet, by 36:6, by 24:6, registering 1450 tons. Capt. Fred S. Bosworth of Bath was in command on the first voyage of the ship which proved to be a highly remunerative one. She was chartered for the lump sum of $31,000, New York to San Francisco, and at the latter port loaded wheat for Liverpool at £4. sterling, per ton, realizing something over $40,000. Shortly after her arrival out she was sold for $96,000, which was some $15,000 more than her original cost so that her owners realized a small fortune in a very short space of time.

From her start in 1873 until 1881, the *Carrollton* was engaged entirely in trade with San Francisco. In 1882 she made a voyage from Philadelphia to Tacoma, thence taking coal to San Francisco. There she was laid up from February, 1883, until January, 1886, after which she went to New York and then back to San Francisco from Baltimore. After arriving she was sold by Howes & Crowell of Boston, to John Rosenfeld of San Francisco, and the remainder of her sea life was spent in the Pacific. At first she carried coal coastwise; later she was in the export lumber trade. In 1888 she was purchased by A. M. Simpson & Brother, who had her rig changed to that of a bark. The following year she was bought by William E. Mighell who later was one of the principal organizers of the California Shipping Company, which concern was the last owner of the *Carrollton.*

While engaged on long voyages the *Carrollton* made no fast passages, simply fair, average runs; but while coasting along the Pacific she did some very fine work. Leaving San Francisco on March 6, 1890, she ran up to Nanaimo, B. C., for a coal cargo in the short time of 4½ days and returned in 7 days. Including 13 days detention at the mines she was 25 days on the whole round and two years later made a similar round in 27 days. At that time it was the custom of owners to give their captains a bonus in the shape of a suit of clothes for every such voyage made in 30 days or under.

The *Carrollton* was, as a rule, quite fortunate in escaping damage from the elements while on her voyages, but she had two mishaps of a serious nature. The first of these was while she was at Pabellon de Pica to load guano, in May, 1877. The tidal wave that swept the West Coast of South America following a severe earthquake, tore many vessels from their anchors at the different ports, causing collisions and the total loss of some ships. The *Carrollton* was one of those that were badly damaged and for a long time thereafter the shipwrights at Callao were kept busy making repairs. The second instance, where the *Carrollton* was in desperate plight, was in April, 1891, when bound to Alaska from Puget Sound. She had coal in her holds and a large deck load of piles. When ten days out the deck load was started in a heavy gale and the ship had to be hove to under the lower maintopsail for 24 hours. A succession of gales veering to different points of the compass continued for four days and caused a very high and confused cross sea. During one stretch the ship scudded 48 hours under lower topsails with heavy seas coming aboard. The forecastle was started; the galley with everything attached was washed away; the forward house was stove; the ring bolts torn out of the deck; and the cabins filled. The hull being strained, leaked badly and the pumps could not be got at on account of the movement of the piling on deck. On the fifth day of the storm the ship was leaking at the rate of 8 feet in 24 hours. The crew then went aft and informed Captain Lewis that they refused to proceed on the voyage, insisting that the ship must make for the nearest port. Captain Lewis then steered for San Francisco where on arrival 12 days later the ship was just able to keep afloat.

The *Carrollton* was wrecked on Dec. 26, 1906, by striking on the reefs of Midway Island, while bound to Honolulu from Newcastle, N. S. W. The crew were all saved.

For 22 years the *Carrollton* was commanded by Capt. Edward Lewis who, for a considerable time, was known to his friends as "Commodore" Lewis. It appears that during the dull times of 1883-

1886, when a large number of ships were laid up at San Francisco, that some prominent merchant-shipowners purchased an American flag which was presented to the captain of the ship that was longest in port. The first recipient of this flag was Capt. S. P. Emmons, of the ship *Palestine*, he being given the title of "Commodore" of the idle fleet, which in turn was duly christened the "Mercantile Marine, Waiting Development." The charter of the *Palestine* transferred the flag and title to Captain Lewis and then in turn to Capt. E. Thatcher of the *Glendon* and to Capt. John W. McGilvery of the *Wachusett*.

Captain Lewis was born in Yarmouth, Mass., in 1836, and went to sea at an early age. In 1855 he first visited San Francisco, being then mate of the ship *Kit Carson*. Three years later he was master of the *Belle of the Sea*, but at the breaking out of the Civil War, gave up the command to join the U. S. Navy. Throughout the war he served gallantly in the Gulf Squadron under Admiral Porter and his record as an officer was such as to call for special mention by the Admiral in his book. At the close of the war Captain Lewis returned to the merchant service and was in command of the ship *Conquest* and the clippers *Wild Gazelle* and *Flying Eagle*. In 1896 he relinquished command of the *Carrollton*, which he had taken in 1874, intending to retire from sea life and spend his last years at his home in Alameda, Cal. However, after being inactive less than a year the call of the sea was too great to be resisted and he took to the old sea life again, sailing as master of the bark *Highland Light*. His health, however, soon became greatly impaired and in October, 1897, he was compelled to give up the sea for good, being taken to a hospital, a very sick man. He passed away sometime after.

CHALLENGER

THE ship *Challenger* was launched from the yard of E. & A. Sewall, Bath, Maine, on June 30, 1877, and was 212:4 feet, by 39:7, by 23:9 feet, registering 1399 tons. She was owned by her builders, later Arthur Sewall & Co., until the summer of 1900, while on a voyage from New York to Honolulu, she was sold to Hind, Rolph & Co., of San Francisco, who took her over after her arrival at the Island port and continued the ownership until she was lost.

During the 23 years she flew the Sewall house flag the *Challenger's* passages from North Atlantic ports were as follows: six to San Francisco; three to Portland, Oregon; one each to Panama, Acapulco and Tacoma, and four to the Orient, which last were all made after 1894. During the middle '80's she was operated in the coal trade along the Pacific Coast, on two different occasions, once for a period of two years, and then, after making two Cape Horn voyages, for a term of one year.

The sailing record of the *Challenger* is good for a ship of her class, not modeled for speed. The average of her six passages to San Francisco is 130 days, with her maiden run of 118 days from Philadelphia as the fastest. The average of 11 passages from San Francisco or the Columbia River in the grain trade, is the very good one of 119 days. Of these the fastest was 100 days from San Francisco to Queenstown. Two, from Astoria in 109 and 114 days, to Queenstown and Havre, respectively, may also be considered quite good. The four runs made to the Columbia River and Puget Sound were made in fair time, the average being 147 days and her voyages between Atlantic ports and the Orient, out and home, were of ordinary length considering the seasons, neither fast nor slow. On the passage from Panama to Puget Sound, in 1887, she passed 100 miles due west of the Golden Gate when 35 days out and arrived at Port Townsend, 45 days, 6 hours, from Panama. Considering the great difficulty sailing vessels always had in getting into the region of trade winds after leaving the Isthmian port, this run was very short and attracted much attention from seafaring men at the time.

The mishaps of the *Challenger* were many in number and some were of a very serious nature. In September, 1890, after discharging her Oregon wheat cargo at West Hartlepool, she sailed for New York to load for Portland, Oregon. Soon after leaving the English port, adverse winds and bad weather were encountered culminating, on Aug. 31st, in a hurricane, the wind at times blowing at what was estimated as 100 miles an hour. During the threatening weather just preceding, most of the sails were taken in and all hands were aloft furling the others when a very heavy squall struck the ship. The jibs filled, causing the jibboom and foretopmast to be carried away and the men on the spars were either thrown into the sea or landed on portions of the wreckage or on deck. Of those going overboard, eight were lost and but one rescued, he being badly bruised. Three of those falling on deck had legs or ribs broken. Soon the mizzenmast broke off near the deck. Everything on deck was smashed and the ship, left with nothing standing except the fore and main lower masts and the two lower yards, labored heavily in the trough of the sea until the following afternoon. Such men as were uninjured then set about putting the ship in as good position as was possible, the captain attending to the injured at intervals. Three days were taken in clearing away the wreckage and then a few sails were set on the remaining spars and the ship kept away for Boston, the nearest port. On September 14th, when some 250 miles off the coast, the ship, flying distress signals, was sighted by the steamer *Normandie*, which sent a boat to her although a howling storm prevailed. With but four men fit for duty Captain Thompson asked for no assistance but sent a letter to the ship's owners requesting a tug. One was sent out and the ship was towed into Boston, September 19th. Later, she was taken to Bath for repairs where the hull was found to be in good condition notwithstanding the severe strain it had undergone.

In July, 1881, while the *Challenger* was near the Line in the Pacific, bound to San Francisco from Liverpool, she was in collision with the Peruvian ship *Hermann*, from Puget Sound for Valparaiso, and lost her jibboom, cutwater and foreroyalmast. The *Hermann* lost her mizzenmast but neither ship made any water and both proceeded on their courses.

On Dec. 12, 1899, the *Challenger* was in the Indian Ocean bound from Hong Kong to New York. The weather was very fine, not a ripple was on the water nor a cloud in the sky. Without the slightest warning, a whirlwind struck the ship on the lee bow, breaking off the bowsprit at the knight-heads and also the head of the foretopmast, all the spars above coming down so quickly that the crew had barely time to get out of the way. The ship plunged violently and for a moment it was feared that she would founder but the wind passed and she righted herself nicely. Captain Gould made the remaining 8,000 miles of his passage with his ship under jury-rig forward and arrived at New York, Feb. 15, 1900, 65 days after the mishap.

After her new owners took over the *Challenger*, at Honolulu, in September, 1900, the ship was sent to Puget Sound and left Comox, B. C., on Dec. 1st with a cargo of coal for the Hawaiian Islands. All went well until the 18th when a heavy gale from the southeast, shifting into southwest, blew up causing a very high and confused sea which kept the decks constantly full of water. Soon the head of the mainmast was carried away and shortly afterwards the mizzenmast broke off close to the deck. With great difficulty the wreckage was cut away and later a skysail yard was rigged to the stump of the mizzenmast on which a main spencer was set to get steerage way on the ship. The foremast remained in good order but all the yards above the topsail yards were sent down. In this condition she made for San Francisco and reached there ten days after the accident. The cargo was then discharged and the voyage abandoned. On being repaired and refitted, the rig of the vessel was changed to that of a bark and she went back to Puget Sound to load lumber for Sydney. Before that round voyage was completed she was again in trouble, going ashore on the island of Corregidor, at the entrance to Manila Bay, while inward bound with coal from Newcastle, N. S. W. Several hundred tons of her cargo had to be jettisoned before she was gotten off. Later, she left Manila for San Francisco and for 40 days in the China Sea was unable to make any headway against the northeast monsoon then prevailing. On finally getting into the Pacific she had a succession of heavy gales for 16 days during which the second mate was knocked off the topsail yard, overboard and drowned, and a number of sails were split. The passage from Manila to San Francisco occupied 106 days.

On Oct. 26, 1905, the *Challenger* sailed from Killisnoo Bay, Alaska, with a cargo of fish fertilizer for Osaka, Japan. When four weeks at sea and about half way across the Pacific, the cargo was found to be on fire and the only recourse was to batten down the hatches and press on sail for the Japanese Coast. After a month of very hard labor and when the crew were about exhausted, land was sighted and Captain Peterson headed direct for the beach where, on Dec. 27th, the ship was scuttled by holes made in her sides, in Minabe Bay, Inland Sea. Captain Peterson, his wife and three children and all the ship's crew, managed to get ashore safely in the boats. It was expected that the ship could be pumped out after the fire was extinguished, but a gale blew up and she went to pieces.

The first commander of the *Challenger* was Capt. Edward H. Thompson of Brunswick, Maine, who owned an interest in the ship and who continued in her some 17 or 18 years except for a voyage or two when relieved by another captain. Capt. William H. Gould of Kennebunkport, formerly master of the ships *Vigilant* and *Mary L. Stone*, then bought into the *Challenger* as successor to Captain Thompson and continued in command of her until she was turned over to Hind, Rolph & Co., at Honolulu, in 1890. Captain Fownes and Capt. A. C. Peterson were the masters under her new owners.

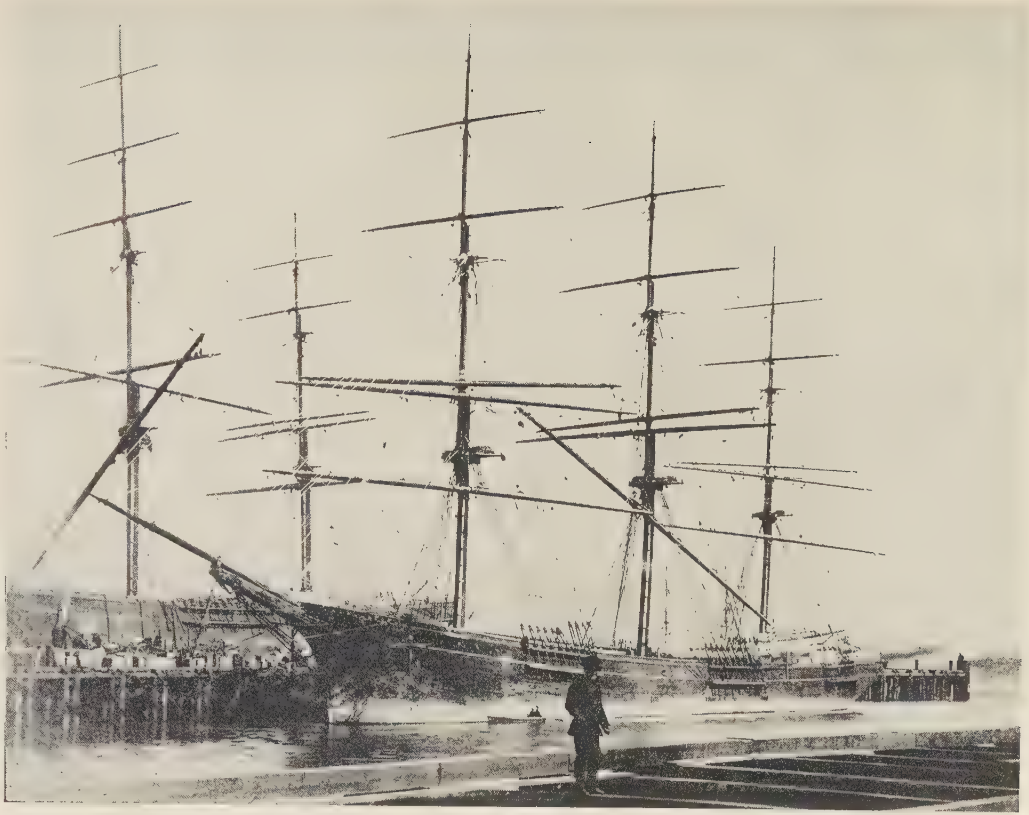
CHAMPLAIN

THE ship *Champlain*, 1473 tons register, was built at East Boston, in 1874, for W. H. Kinsman & Co., by John M. Brooks and Malcolm Campbell, composing the firm of Campbell & Brooks. Mr. Brooks had learned the shipbuilding trade in the yard of George Raynes, of Portsmouth, N. H., and had subsequently been employed by Donald McKay, being for six years a foreman. One morning when the *Champlain* was loading cargo for her maiden voyage, at the Tudor wharves, in Boston, Mr. McKay was met just coming off the ship by her master Capt. Reuben Merrill and Mr. Brooks. Accosting the famous clipper-ship builder, Captain Merrill said, "Well, Mr. McKay, what do you think of her?" McKay replied in his quiet style, preceded by his usual way of clearing his throat twice, "She will run away with you, Captain; she will run away with you," and then added, "Brooks here, has stolen my model."

The builders of the *Champlain* firmly believed that she would prove to be the fastest vessel that every wore canvas and she was their pet during her short career. A later ship, the *Governor Goodwin*, built from the same model, did prove a speedy vessel. Captain Merrill, who superintended the construction of the *Champlain*, had the reputation of being a driver and saw to it that his ship had extra heavy spars, canvas and running gear. The belaying pins were an eighth inch larger than other ships of her size. While the ship was in process of construction, the Captain happened to notice in the yard's blacksmith shop, three martingales, and as a bark and a schooner were also on the stocks at the same time, he rightly concluded that the largest of the martingales was intended for his ship. Calling over the boss blacksmith, the Captain said, "Mr. Kennison, that is too small for my ship," and was so insistent that the matter ended by one being made larger and heavy enough to suit. Strange to say, it was a blow from this martingale that caused Captain Merrill's death.

The maiden voyage of the *Champlain* was from Boston to Bombay and Madras, with ice. It is claimed that the passage to Bombay was made in record time but no confirmatory evidence is at present obtainable. From Madras she went to New York in a fair run and then loaded railroad iron and merchandise for San Francisco, sailing Feb. 15, 1875. The fine ships *Nearchus*, *Oriental*, *Criterion*, *Daniel Marcy* and *Ocean King* had sailed shortly before or were nearly ready for sea at the time, and great interest was taken in the respective passages of the vessels. The *Champlain* was 121 days out when she was lost on the Farallon Islands, off her destined port, having beaten all her competitors by from 17 to 40 days.

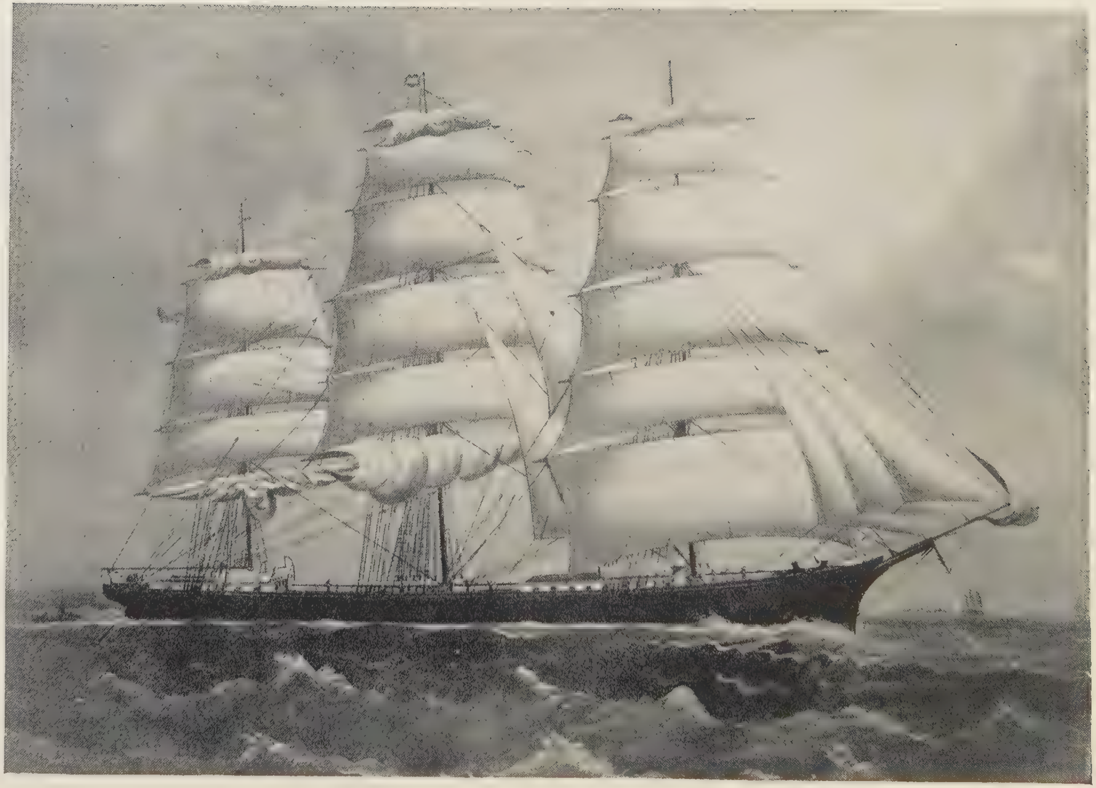
On this passage, the *Champlain* experienced the usual weather to the River Plate, then meeting very heavy gales until Cape Horn was passed. Boats were smashed, damage done about decks and the cabins were filled with water. Thereafter, however, nothing unusual occurred until June 14th when the ship ran into a dense fog belt off the California Coast, but was kept on her course, running by dead



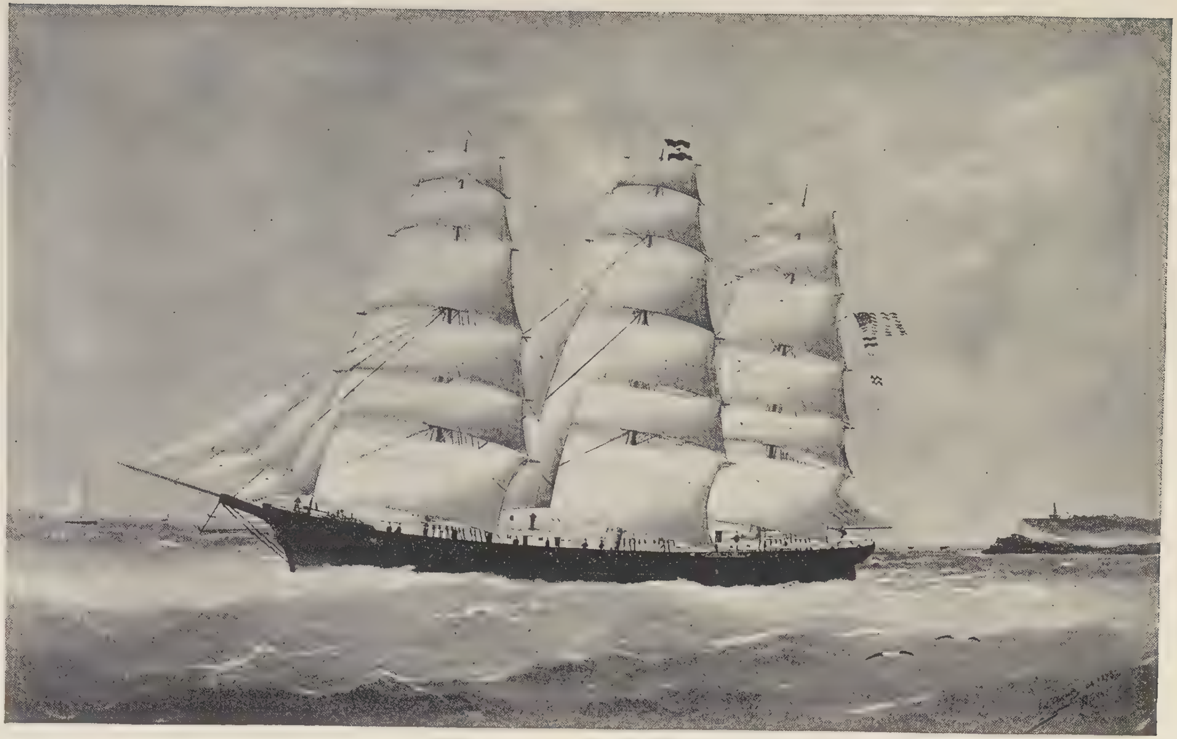
"CARROLLTON," 1450 TONS, BUILT AT BATH, MAINE, IN 1872

Showing her at a San Francisco wharf, the "Alfred D. Snow" in the background

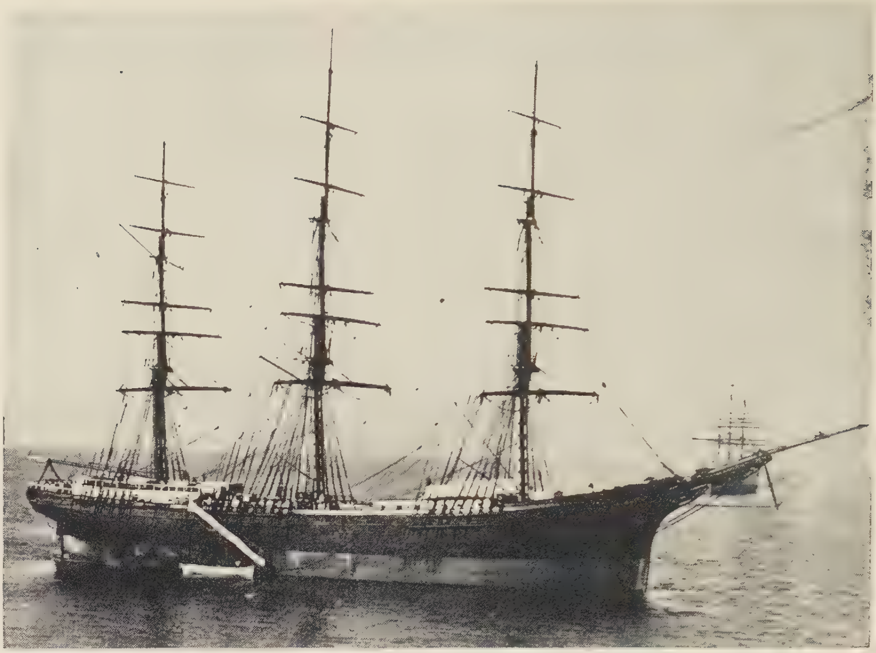
Courtesy of Fireman's Fund Insurance Co., San Francisco



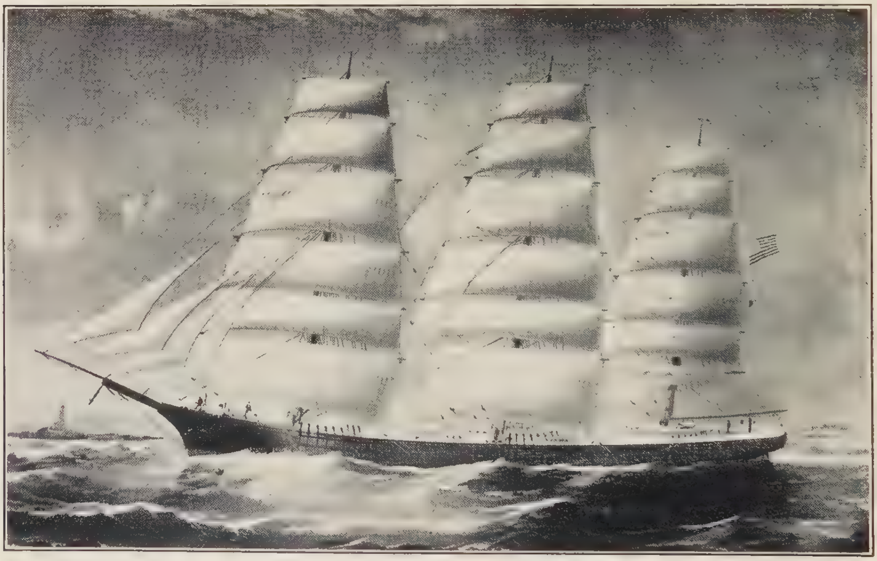
"CHALLENGER," 1399 TONS, BUILT AT BATH, MAINE, IN 1877
Photograph by George E. Noyes, Newburyport



"CHARLES DENNIS," 1652 TONS, BUILT AT RICHMOND, MAINE, IN 1875
From an oil painting made at Havre by Ed. Adam, 1879



"CLARISSA B. CARVER," 1144 TONS, BUILT AT SEARSPORT, MAINE, IN 1876
Showing the ship in San Francisco Bay. Courtesy Fireman's Fund Insurance Co., San Francisco



"CYRUS WAKEFIELD," 2013 TONS, BUILT AT THOMASTON, MAINE, IN 1882
From an oil painting by B. P. Yorke, 1894

reckoning. During the forenoon of June 17th, the schooner *Mendocino* was fallen in with and Captain Merrill was told his approximate position and the proper course to steer for the Golden Gate. These directions were followed until 6 P.M. when soundings showed that the advice received had been incorrect. The heavy fog still prevailing, the ship was hauled off for night, under easy sail, it being judged that she was then well off shore. At 7.30 P.M. the lookout forward called "Breakers ahead" and the ship almost immediately struck the rocks. For a short time she remained fixed aft but soon began to slide off and settle. The crew took to the ship's boats, Captain Merrill being the last to leave the wreck. He had been standing on the forecastle-head looking aft along the deck of his ship, with tears streaming down his face and tearing at his hair. As the long boat was pulling away from the bow of the ship, with the Captain standing in the stern sheets, it rose on a sea, and the ship's head coming down at the same time, the martingale struck the boat with great force and it filled immediately. The Captain was knocked overboard senseless, his body sinking immediately, and a German seaman was mortally injured. The latter, at his own request, was put back aboard the now fast sinking ship, saying that he did not want to be an encumbrance to his shipmates. Captain Merrill's son, who was mate of the *Champlain*, used every effort to recover his father's body before the boats finally left the ship, but without success.

At 3 o'clock the next morning the boats met the schooner *Mendocino* and some hours later their occupants were landed in San Francisco, partly clothed and some without shoes. The *Champlain* was insured for $80,000 and her cargo was valued at $210,000. Everything was sold by auction for the trifling sum of $550 but when the purchasers went out on a tug to inspect their property, no trace of it could be found, the wreck having sunk in deep water.

Captain Merrill was a native of Maine and before taking command of the *Champlain* had been master of the ship *Oakland*, of Brunswick, in which he had a considerable interest. He was a tall, very energetic man, a thorough seaman and a very fine gentleman.

CHARGER

THE ship *Charger* was built by Smith & Townsend, at East Boston, for Henry Hastings & Co. to replace their clipper ship of the same name which had been built at Portsmouth in 1856 and wrecked in December, 1873. At one time the Hastings' firm owned a large fleet of magnificent ships, the models and paintings of which occupy a separate room in the Old State House at Boston. After the loss of the ship *North American* in 1892, the second *Charger* was sole survivor of the Hastings' fleet.

Charger No. 2 was launched in April, 1874, and was 203 feet, by 39, by 24 feet, and registered 1379 tons. She was slender model, a very handsome vessel in all respects, with lofty masts and tapering spars, and a ship that would be conspicuous in a large fleet. The bust of a prancing horse was her figurehead. Her sailing record is good although, naturally, not up to that of her predecessor.

The *Charger* made five passages from Atlantic ports to San Francisco and three to that port from the Orient, in each instance taking grain to Europe in completion of the voyage. She was principally employed, however, in trade between the Atlantic and the Far East or Australia. In June, 1893, she sailed from New York for Tuticorin, British India, but was forced to put into Rio de Janeiro to have a leak stopped. However, she was there condemned and on being put up at auction was bought in by her master, Capt. Daniel S. Goodell, Jr., for account of himself and friends. The cargo was discharged and forwarded to destination by the British ship *Queen of Scots* and after some repairs had been made to the *Charger* she loaded part cargo for Buenos Ayres and Rosario. In June, 1894, she left the River Plate for Falmouth, thence being ordered to Hamburg. There she was sold to parties in Bremerhaven who had her renamed *Louise* and under that name she was operated in trans-Atlantic trade until about 1907. She then appears to have returned to American registry although particulars are not now at hand. However, her later career was very short for, while in operation along the Alaskan Coast as a barge, she foundered in October, 1909, off Kasan Bay, Prince of Wales Island.

On May 15, 1882, the *Charger*, under command of Capt. Gorham Hallett, left New York for San Francisco and nine days later the second mate discovered smoke coming out of the fore hatch. The crew was mustered but no one could go below on account of the dense smoke. The hatch was battened down and the between decks were flooded by the pumps until on the third day it was found that there was three feet of water in the lower hold. But the fire had not been controlled and the main deck was quite hot so pumping was continued. On May 30th, the sixth day after the fire had been discovered, the crew went aft and wanted the ship abandoned, but they were prevailed upon to stand by and save her if possible, she having long since been put back on a course towards New York. On June 7th she was taken in tow off Absecom Light and on arrival in New York harbor the fire was found to be entirely extinguished. The cargo was discharged and the ship docked, stripped, caulked and remetaled; some of the deck beams and knees had to be replaced and a new deck laid.

On the *Charger's* arrival at San Francisco, in August, 1881, from Liverpool, Captain Hallett reported that while she was booming along at ten knots, in the South Pacific, she struck a whale and cut it into two parts, the ship's stem being slightly damaged thereby.

The *Charger* had a remarkable experience while running her easting down on a passage from New York to Melbourne in 1888. In latitude 41° and 42° south, from longitude 26° east to 60° east, the weather was continuously very heavy and boisterous. For 15 successive days there was vivid, dazzling lightning, fierce snow and rain squalls and a very high sea. The wind shifted suddenly at intervals, blowing with hurricane force and causing the ship to labor so hard that all hands feared she would founder. On three different occasions she was hove to and the course later changed as it appeared as though a cyclone ahead was blocking the way and that no progress could be made until it had blown out or been effectually cleared. However, by finally standing some 200 miles to the north-northeast, Captain Goodell got into moderate weather at last. The *Charger* had behaved nobly, not suffering any material damage either in hull or spars.

The first commander of the *Charger* was Capt. Gorham B. Knowles, an old employe of Henry Hastings, who had previously been master of the ship *Cutwater* and after relinquishing command of the *Charger* he took the *South American.* The Captain gave up sea life in 1882 to locate in San Francisco and died Dec. 12, 1886, in Oakland, Cal. His successor in the *Charger* was Capt. Gorham Hallett of Barnstable, Mass., who had previously been in command of the Hastings' ships *Midnight* and *Cutwater.* Captain Hallett was in the *Charger* some five years and thereafter Capt. Henry Merritt had her four years. Capt. Daniel S. Goodell, Jr., who had commanded the ship *Brown Brothers,* during her whole career as an American ship, succeeded Captain Merritt and continued in the *Charger* until she was sold.

CHARLES DENNIS

THE fine looking three skysail-yard ship *Charles Dennis,* built and owned by T. J. Southard & Son of Richmond, Maine, was launched on May 17, 1875, being named after the Vice President of the Atlantic Mutual Insurance Company of New York. She was 215 feet, by 39:8, by 24:8 feet, and registered 1652 tons.

On June 17, 1875, the *Dennis* left Richmond, in tow, for St. John, N. B., where she loaded 666 standards of deals for Liverpool. She then took coal from Cardiff to Callao after discharge of which 2311 tons of guano was taken aboard at Lobos de Tierra for Antwerp. This passage was completed without incident except that the ship lost an anchor and 90 fathoms of chain in the Downs. After discharging her inward cargo and ballasting, she left Antwerp on March 8, 1877, for Baltimore and when near the American Coast fell in with the barkentine *Annie H. Elliott* just as she was sinking and was able to rescue all hands.

The subsequent voyages of the *Charles Dennis* from North Atlantic ports were made to San Francisco with the exception of three to ports in the Far East. None were made in fast time, the first to San

Francisco being from Baltimore in 160 days, while the average of all passages made to that port is 149 days, 140 days being the fastest. From San Francisco to North Atlantic ports the average is not much better, being 139 days, with 122 days as the fastest. She had no better luck on her voyages to the Far East. She was, however, remarkably fortunate in escaping damage from the elements, although on one occasion she was forced to put in to Fayal. An incident on a passage she made from New York to Yokohama in 1881 was the washing overboard of a seaman. A boat containing the second officer and three men was put out but disappeared from view in a heavy squall. The ship was hove to and searched around for several hours but the wind and sea increasing and all hope of rescuing the boat's crew gone Captain Carney was compelled to keep the ship before the wind and resume the voyage.

On June 6, 1891, the *Charles Dennis*, under command of Capt. George W. Edgett of Brooklyn, sailed from New York with 2250 tons of coal for San Francisco. On August 10th, in a heavy gale, she had some spars and sails carried away and sprung a bad leak. By the 31st the ship had been cleared but the donkey engine was damaged and the crew exhausted by pumping. The ship began again to fill and on September 5th she was abandoned being then in latitude 57° south, longitude 66° west. The crew of 19 were taken off by the ship *Belle of Bath* and landed at Rio de Janeiro 20 days later. The value of the *Dennis* at the time was stated as being $50,000.

The first master of the *Charles Dennis* was Capt. Fred A. Kezar of Newburyport, who had relinquished command of the bark *Vesuvius* to superintend the building and outfitting of the new ship. After making two voyages in the *Dennis*, the Captain bought into the bark *Lizzie H.* and something over a year later bought Captain Brooks' interest in the ship *Exporter* which he commanded for the 16 years prior to her sale in 1894, when he retired from sea life. His first sea experience was as boy in the ship *Crown Prince* in 1856. He was chief mate of the ship *Elcano* in 1867 when, on the passage from Calcutta to London, the Malay cook ran amuck, killed the steward and stabbed Captain Cheever, the second officer and himself. He, however, was not injured badly and had the Malay secured and ironed and navigated the ship to London. Captain Cheever later recovered and bought a master's interest in the ship *Calumet,* Kezar going with him as chief mate and later succeeding to the command. Captain Kezar continued in the *Calumet* until he took the *Vesuvius* in 1873.

Following Captain Kezar, in the *Dennis,* were Capt. Benjamin B. Jackson, Capt. James Carney, and others each making but one round voyage until Capt. Zaccheus Allen took command in 1884. Captain Allen, whom sailors generally called "Tiger Allen," was in the *Dennis* some five years, leaving her to take the *Benjamin F. Packard* and is referred to in the account of that ship.

CHARTER OAK

THE *Charter Oak* was a small ship, 165 feet long, by 33:6, by 23 feet, and registered 941 tons. She was built in Searsport, Maine, in 1854, by John Carver, for his brother Capt. Benjamin F. Carver, Sr., and his associates in the firm of Walsh, Carver & Chase, New York shipowners, managers and brokers. John Carver had built for his brother to command, the full-rigged brig *Kentucky* (1st), 158 tons, in the year 1833, and in 1840, the ship *B. Aymar*, of 516 tons. The New York firm and its immediate and ultimate successors, Carver & Barnes, and William E. Barnes, were managing owners of the *Charter Oak* during the 35 years of her life as a sailing ship, and when she was finally converted into a barge, the name of Benjamin F. Carver, Jr., appears in their place. She finally met her end in 1894 when, coal laden and in tow of a tug, she sprung aleak and foundered off Montauk Point.

The *Charter Oak* was employed in general carrying trade, making voyages to all parts of the world, although the greater proportion of her operations were with ports in the Orient. Included in her itinerary were two passages from China with coolies, on one of which she landed 450 of the celestials at Victoria, B. C. In January, 1878, she was at Hong Kong, all fitted up and equipped as required by ordinances, to carry 250 Chinese to Honolulu. A large number of these were already on board when the authorities stopped Captain Staples' operations and prevented his ship from sailing in consequence of receipt of letters to the effect that Chinese taken to Honolulu were treated as slaves. Most of those who had embarked had to be landed and after quite a delay, the ship was allowed to depart with 21 passengers only.

The *Charter Oak* was a handy little ship, generally fortunate in her operations and proved a profitable vessel to her owners. She had many different commanders, mostly Searsport men, her first master being Capt. Phineas Pendleton, 2nd. Later there were Phineas P., Charles C. and James N. Carver, Sr., Jasper N. Nichols, Everett Staples, Lincoln Gilkey and Alfred H. Laffin. Capt. James N. Carver, Sr., was in command when the ship left Charleston, S. C., Dec. 2, 1858, and arrived at Havre on the 19th, a fine passage of 17 days. Captain Gilkey had her in 1882-1883 when she carried coolies to Victoria, and completed the voyage by taking a cargo of whale oil from Honolulu to New Bedford in 118 days. Capt. James N. Carver, Sr., was a brother of Capt. Benjamin F. and had previously been in command of the brig *Benjamin Carver*, built by John Carver in 1846. Capt. Phineas P. Carver was a nephew of shipbuilder John Carver, who built the brig *Keoka*, for the Captain to command, in 1849, and later he had the Searsport-built barks *Trovatore* and *Augustine Kobbe* and the ship *William Chamberlain.*

Capt. Charles G. Carver was the son of shipbuilder John Carver and in addition to the *Charter Oak*, commanded the brig *Altavela*, bark *Fannie* and ship *B. F. Carver*, all built by John or his son George A., who succeeded him, between the years 1853 and 1862, and the Newburyport-built barks *Albert Russell* and *Wakefield*.

In September, 1875, an attempt was made to burn the *Charter Oak* while she was in port at Shanghai. She still had a large quantity of kerosene on board and but for the great exertions of her crew, superintended by her master, Captain Smith, and a boat's crew from the British ship, *Thyatira*, a serious disaster must have occurred. Four members of the crew were arrested, charged with having set the ship afire, but evidence against them was insufficient to convict.

CHESEBROUGH

THE fine ship *Chesebrough,* built and owned by E. & A. Sewall, Bath, Maine, was launched in July, 1878, and measured 212 feet, by 40, by 24 feet, registering 1461 tons. She was named after Andronicus Chesebrough, for many years one of the most prominent shipping merchants of San Francisco. Capt. S. B. Dinsmore relinquished command of the Sewall ship *Undaunted,* to take the new ship from the stocks and continued in command five or six years. He was succeeded by Capt. Peter Erickson of Baltimore, who lost his life when the ship was wrecked.

The maiden voyage of the *Chesebrough* was from Wiscasset, Maine, to the East Indies, with ice; thence to the West Coast of South America and then to San Francisco. Thereafter, until her ill-fated voyage to Japan, she was steadily employed between North Atlantic ports and those of the West Coast of North America. She made one Cape Horn passage to San Francisco, the others being to either Acapulco or the Columbia River. In completion of these voyages she took grain from San Francisco or from Astoria. While a good carrier her passages were very consistent, none long and none short, but averaging fairly; 135 days outward and 132 days homeward.

Prior to her loss the *Chesebrough* had but one mishap of consequence, this being in December, 1884. On Christmas day she was at anchor below Astoria, wheat laden and ready for sea, when, in a very high wind, she dragged anchors and before tugs could reach her was aground on Clatsop Spit with the seas breaking over her. Tugs succeeded in getting lines to her during the night and pulled her off but she was badly strained and had two feet of water in her hold. The cargo had to be discharged and it was two months before she was ready for sea again. As her owners never carried insurance on their vessels they suffered a severe loss.

In 1889 the *Chesebrough* was diverted from her regular routes to take case oil to Japan. From Hiogo she went to Hakodate and loaded 2325 tons of sulphur for New York. Shortly after leaving port she went ashore on the Northern Coast of Nippon, during the heavy gale of Oct. 30, 1889, and soon broke up. Of the 23 persons on board, only four seamen were saved.

CLARISSA B. CARVER

THE ship *Clarissa B. Carver* was designed and built by George A. Carver, at Searsport, Maine, in 1876. She was a fine specimen of the American merchantman of that period and measured 187 feet, by 37, by 24 feet, with registered tonnage of 1144. She was named after the wife of Isaac Carver, the builder's uncle, and was owned by members of the Carver family and the brothers Jonathan Dow and Leroy Dow, shipmasters.

She was built in the shipyard established at Searsport by John Carver whose ancestors came over on the *Mayflower*. The first vessel launched from the yard was the schooner *Boston*, in 1825, and between that year and 1864, John Carver built 33 schooners, brigs and barks and the ships *B. Aymar*, *John Bunyan*, *Charter Oak* and *B. F. Carver*. Two of his brigs were named *Kentucky*, the first, a full-rigged vessel of 158 tons, being built for a peaceful trader to be commanded by a brother, Capt. Benjamin Carver, but later sold to New York merchants for a slaver. She successfully landed several cargoes of Africans in the Southern States but was finally run ashore to prevent capture by a government gunboat. The crew set her afire and then escaped in boats.

In 1864, George A. Carver succeeded his father John, in the shipbuilding business and during the following 12 years launched a number of barks and brigs and the ship *Clarissa B. Carver*, which was his last production. He then took up seafaring and was in command of the brig *Amy A. Lane*, built by himself, and the Newburyport-built bark *Albert Russell*. After retiring from sea he started a ship chandlery business in New York, as Baker, Carver & Co., which firm subsequently became very important as wholesalers and shipowners, and still continues as Baker, Carver & Morrill, Inc., owned by Amos D.

Carver and Clifford N. Carver, son and grandson of George A. After the death of the latter, his estate built and dedicated to his memory, a fine library building for presentation to the town of Searsport, known as the Carver Memorial Library.

The first voyage of the *Clarissa B. Carver* was from Bangor, Maine, to Liverpool and thence to Calcutta and thereafter she continued in trade between North Atlantic ports and those of India, China and Japan. She made no passages to San Francisco by way of Cape Horn but on three occasions reached that port from the Orient to load wheat for Europe. She had several noteworthy passages to her credit and her voyage around the world in 1882-1883 was remarkably fast, its first section being 116 days from Philadelphia to Yokohama, this being reported as the fastest passage made to that date. She then loaded a full cargo at Kobe and crossed to San Francisco in 32 days of mostly stormy weather, losing three topsails and the mainyard in a whirlwind. From San Francisco she made the run to Liverpool in 102 days. Capt. Joshua B. Nichols was in command at that period. On Dec. 9, 1884, she cleared from New York, under command of Capt. Leroy Dow, and arrived at Yokohama, April 25, 1885, a passage then said to be the fastest ever made at that season of the year, the average for vessels leaving Atlantic ports in the month of December being 170 days, with 150 days as the shortest made during the previous 14 years. On one of her voyages from New York she is reported to have made Anjer on the 67th day out, which would be phenomenally fast time but exact dates of departure and arrival are not now obtainable and full confirmation of the reported run cannot be made.

During the night of June 7, 1885, the *Clarissa B. Carver*, bound to New York, was run down near the entrance to Hiogo harbor by the British steamer *Glamorganshire* and foundered in less than an hour. The steamer was badly damaged and was beached, her cargo of tea being forwarded by another vessel. Later the *Carver* and cargo were sold by auction, bringing $4,950. A suit brought against the owners of the steamer for some $100,000, resulted in a judgment in favor of the ship and this was later sustained after an appeal had been taken to the highest court in London. Captain Dow remained in Japan during the whole period of litigation.

The incidents in connection with the loss of the *Carver* and the prosecution of the damage suit, as related to Amos D. Carver by his uncle, Capt. Leroy Dow, are of such interest that they are given herewith in some detail.

When the crew of the *Carver* first made out the lights of the *Glamorganshire*, the pilot in charge of the ship called Captain Dow's attention to the fact that the steamer was heading directly for them and that, unless the course of the ship was altered, they might come together. Captain Dow immediately went forward with the second mate to make sure that his side lights were burning brightly and they being found all right and the ship having the right of way, she was kept on her course and the collision soon followed. It later developed that the bitterly contested suit was decided in favor of the ship because she had not altered her course. There was no trouble in the *Carver's* crew getting into their boats, the wind being light and the ship within the harbor, and early the next morning all hands got safely ashore.

Captain Dow immediately went to a ship chandlery store, conducted by a former chief mate of his, Mr. Thomas Laffin. The place was not open at the time but Mr. Laffin soon arrived and gave Captain Dow the name of the best lawyer in the city, a very high-class Englishman, who lived a short distance out of town. There the Captain arrived before seven o'clock, to be told by a Japanese servant that his master could not be seen at that hour. Captain Dow was obdurate and a spirited argument ensued, the Captain talking loudly in the hope that the party he wished to see would be aroused. The ruse had its effect, Mr. Lawyer coming to the door in his night-dress to ascertain "what the bally row was about." Captain Dow explained his desire to retain the gentleman's services in connection with the sinking of his ship in the harbor by a British steamer and although it was then too early in the day to talk business, the Captain was invited to stay for breakfast and during the course of the meal satisfactory arrangements were made between the two parties. On proceeding to the office of the lawyer, at 10 o'clock, it was found that the *Glamorganshire's* agents were on hand seeking the same service that Captain Dow had already been successful in securing. The steamer's agents, surprised and chagrined, could not understand how they had been forestalled by the master of the Yankee ship.

Captain Dow was without funds and did not feel that he could cable home as the widow of his brother Jonathan, and himself, were the largest owners in the ship, so he supported himself by clerking American ships, discharging or loading cargo. To fight the appeal required some $2500 and where such an amount was coming from, was beyond him. When the time was about up for this money to be paid, the Captain was stopped on the street by a gentleman who introduced himself as the owner of an American yacht from Boston, just arrived in port, on a voyage around the world. He had been told by the Consul of Captain Dow's predicament and would be very glad to assist by advancing any necessary funds, adding, "I ask for no security; give me your receipt, and if, and when, you win out, send me the money without interest." Some two years after the date of the collision, Captain Dow recovered the full amount of his claim, and it goes without saying that the generous yacht owner was at once repaid the amount he advanced, with interest.

During her career, the *Carver* was commanded by three masters, all of whom belonged to Searsport. Capt. Jonathan Dow took her when new and was in command at the time of his death in San Francisco, March 11, 1879. The Captain was then in the prime of life, a thorough navigator and a gentleman well liked by all who met him in a business or social way. Capt. Joshua B. Nichols, who was sent out to take the ship, was a brother-in-law of her builder and had the bark *Henry Buck* as his first command and later the barks *Escort*, *Albert Russell* and *Wakefield*, which latter he took when new, in 1873. The ships of which he was master were the *N. Boynton*, *John Bunyan*, *Clarissa B. Carver*, in which he served some four years, *S. P. Hitchcock*, built for him and in which he was six years, and then for short periods, the *A. G. Ropes* and *Henry B. Hyde*. The Captain died at his home in April, 1903, at the age of 66 years, after living retired some eight years.

The first command of Capt. Leroy Dow was the brig *Clytie*, built at Searsport, and in which he succeeded his brother Jonathan. Aside from the *Clarissa B. Carver*, he commanded the ships *John Currier* and *Thomas Dana*, giving up a seafaring life when the *Dana* was sold to go under a foreign flag. He died at Searsport, at the age of about 70 years, highly respected, a man of rare judgment and no boaster of his sea life.

CLEOPATRA

THE medium clipper ship *Cleopatra* was built by Thomas Stack, in the shipyard at Williamsburg, N. Y., from which, under the former management of Perine, Patterson & Stack, had come some of the finest and fastest ships of the old clipper fleet. The *Cleopatra* was launched in June, 1867, and was 184 feet, by 40, by 23:6 feet, and registered 1233 tons. Until she was sold to go under the German flag, towards the end of 1876, she was owned by Thomas S. Hathaway & Co. of New Bedford, who had an office in New York and another in Shanghai, China, and who, from 1820, had operated some 20 ships in the China trade. Capt. Alfred Doane of Orleans, Mass., who had previously been in command of the clipper ship *Endeavor*, another of the Hathaway fleet, left that ship to take the *Cleopatra* when new and aside from a voyage when he laid off for a vacation at home, he was continuously in the *Cleopatra* while she flew the American flag.

The *Cleopatra* made three passages from New York to San Francisco and practically her whole career was spent in trade between the Atlantic coast and ports in the Far East, mainly those of China and India. Her sailing record is good and she was a fortunate and profitable ship. In 1869 she made the run from New York to San Francisco in 118 days, being in latitude 7° south, Atlantic, when only 24 days at sea. From San Francisco she went to Manila and from there was 126 days to New York; thence seven days to St. John, N. B., and from there was 16 days to Liverpool. She then went out to Calcutta in 105 days of light winds. In 1876 she went to Japan from New

York, then crossing from Yokohama to San Francisco in 27 days, after which she took a cargo of wheat to Queenstown in 133 days. Shortly after arrival she was sold for £7,000 sterling.

As the German ship *Cleopatra*, owned by H. Addicks and hailing from Bremen, she continued a number of years in the trans-Atlantic oil trade and was finally burned at sea. Details are contained in the following report of Captain Hargreaves of the British steamer *Nessmore* arriving in London at the end of April, 1894:

"April 22: latitude 41:08 N; longitude 53:23 W; at 4:15 A.M. sighted a light to the southeast which appeared at first to be a steamer's light but it burned suddenly brighter, when concluded it to be a fire or a signal of some kind. Immediately altered course and bore down towards it and found it to be a full-rigged ship completely enveloped in flames. When distant three or four miles a terrific explosion occurred the flames and sparks rising to the height of several hundred feet. When all became dark we burned blue lights to advise the distressed vessel that help was at hand and proceeded in the direction the fire was last seen. Daylight approaching, we discovered wreckage and a small dingy loaded down to the water's edge with men. Picked them up and found them to be the entire crew of twenty hands of the German ship *Cleopatra*, bound from Bremerhaven to New York and 32 days out. Captain Neimerger reported that the fire was only discovered at 2 A.M. and the explosion was caused by some 80 cases of dynamite happening at 4:45 A.M., the crew barely escaping with their lives, the life boats having been burned before they could get them out. The vessel had entirely disappeared with the exception of the mizzenmast with its attached yards, which were floating low in the water and dangerous to shipping. We then proceeded on our way and landed the rescued party at London."

Capt. Alfred Doane's first command was the *Endeavor* in which he spent twelve years and was then eight years in the *Cleopatra*. He then took the new bark *Jonathan Bourne* and some seven years later left her to take the small steamer *Al-Ki* from Bath to Oregon. He then made a couple of voyages in the bark *Guy C. Goss* after which he was seven years in the ship *Francis* before retiring from sea life.

The Captain never lost a vessel nor had to put into a port in distress and during his whole career lost only two seamen.

A ship named *Cleopatra*, of medium clipper model, had been built by Paul Curtis at East Boston, in 1853, for Benjamin Bangs, to be operated in trade with San Francisco, but her career was very short. While homeward bound on her second voyage, with guano from the Peruvian deposits, in August, 1855, she struck a submerged wreck off the Brazilian Coast while sailing 15 knots and was so badly damaged that she soon foundered. Capt. E. D. Thayer was in command at the time and all hands succeeded in reaching Rio de Janeiro, nine days later, in the ship's boats.

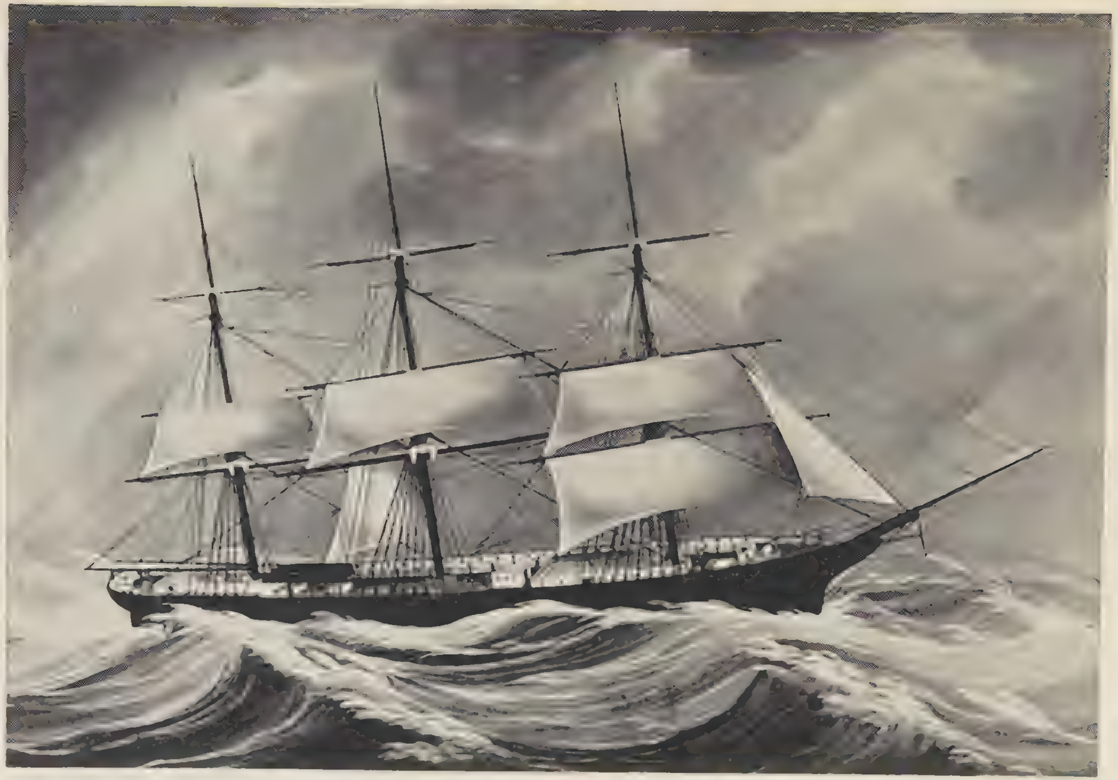
COMMODORE T. H. ALLEN

THE ship *Commodore T. H. Allen* was built by T. J. Southard & Son, at Richmond, Maine, and was launched May 20, 1884. She was 245:8 feet, by 41:7, by 28:3 feet, and registered 2271 tons. She was very strongly constructed, had the latest improvements of the times and was a handsome vessel in every way. Crossing three skysail yards she was given a particularly saucy appearance by a rather short bowsprit and jibboom, these, together, being only 60 feet outboard. She was named after Theodore H. Allen of San Francisco, a pioneer and one of the most prominent men connected with shipping in the "City by the Golden Gate." Mr. Allen, always known to his friends as the "Commodore" was a member of the stevedoring firm of Allen & Young; had shares in most of the important American ships engaged in trade with San Francisco and was always ready to the extent of wagering thousands of dollars on the passages of any of the ships in which he was interested. It is said that his judgment was infallible and that his winnings were very large. The "Commodore," a native of Bridgeport, Conn., died in San Francisco, in February, 1891, at the age of nearly 73 years, beloved by friends in all parts of the world, for his sterling character and genial disposition. His father had been a Liverpool packet-ship captain and he naturally took to sea life, sailing in the trans-Atlantic trade until 1849 when he went out to San Francisco as sailing master of the bark *Sarah McFarland*, of which he was part owner. He immediately engaged in lightering cargoes and built the first lighter ever constructed in San Francisco. The stevedoring firm of Allen & Young, which he established, is still conducted under the name of the California Stevedoring and Ballasting Company; does the largest business of its kind in San Francisco and is headed by Mr. Harry Young, the son of the "Commodore's" first partner.

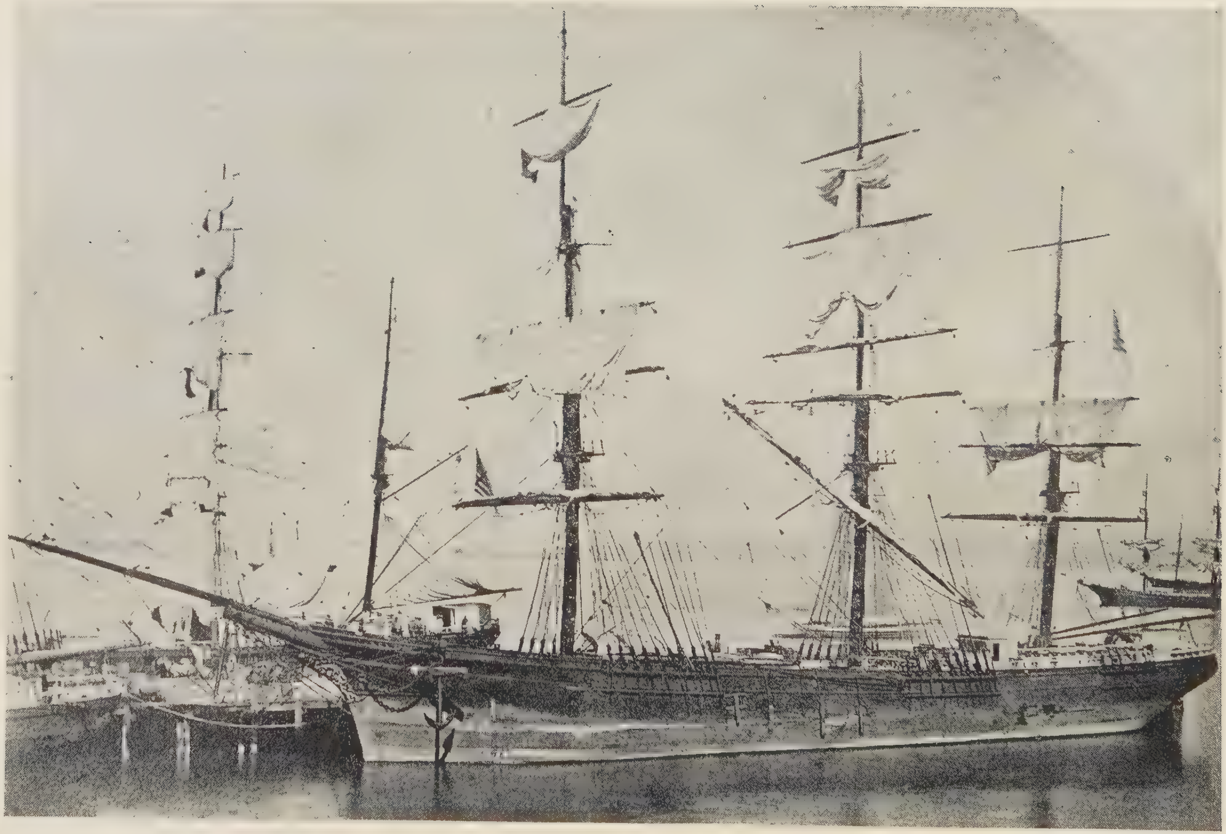
The ship *Commodore T. H. Allen* was owned by her builders, the "Commodore" himself and her master, Capt. Robert L. Merriman, one of the most prominent American shipmasters of his time, who had previously commanded the ships *General Shepley*, *Carrier Dove* and *Aurora*. The figurehead of the ship was a carved image of the "Commodore," lifelike in every way, even to showing the ever-present cigar.

The *Commodore T. H. Allen* was built specially for the San Francisco trade and her first ten years were spent on the triangular run between New York, the Golden Gate, and Liverpool. She made in all eight round voyages over this course, all in good time considering the fact that she was modeled for a cargo carrier. Her fastest run to San Francisco was 128 days, while eastbound she has two passages of 108 days, each, to her credit. In 1887 she engaged in a "race" with the ship *John R. Kelley*, from Liverpool to New York, which is referred to in account of the latter ship.

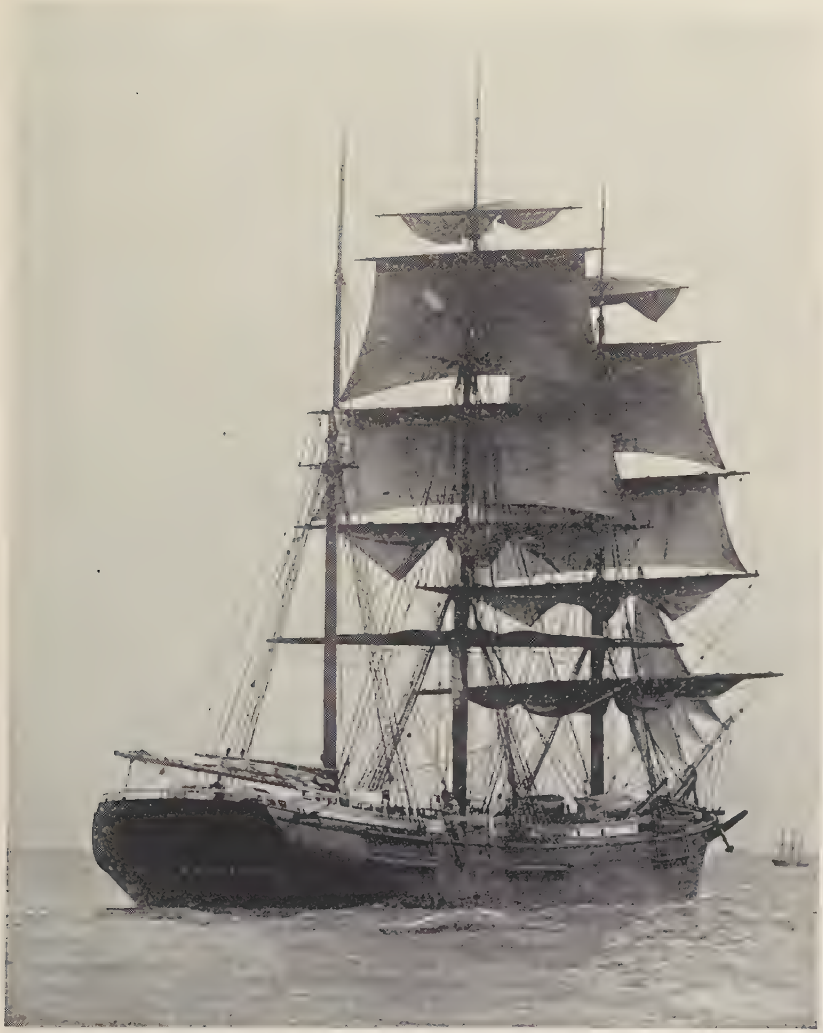
After 1894 the *Allen* was employed in the case oil trade with the Far East. In July, 1901, she left New York with some 84,000 cases of kerosene and wax, bound for Yokohama. She took the ground outside of Sandy Hook and caught fire. Tugs and fireboats were sent to her assistance and she was pumped full of water. By 2 o'clock A.M., July 19th, the deck housings had been destroyed and the hull was entirely submerged. Later it was floated, towed into New York and sold by auction. The Baker Transportation Company were the purchasers and had her converted into a coal barge and as such she was operated until January, 1912, when she sprung aleak and foundered.



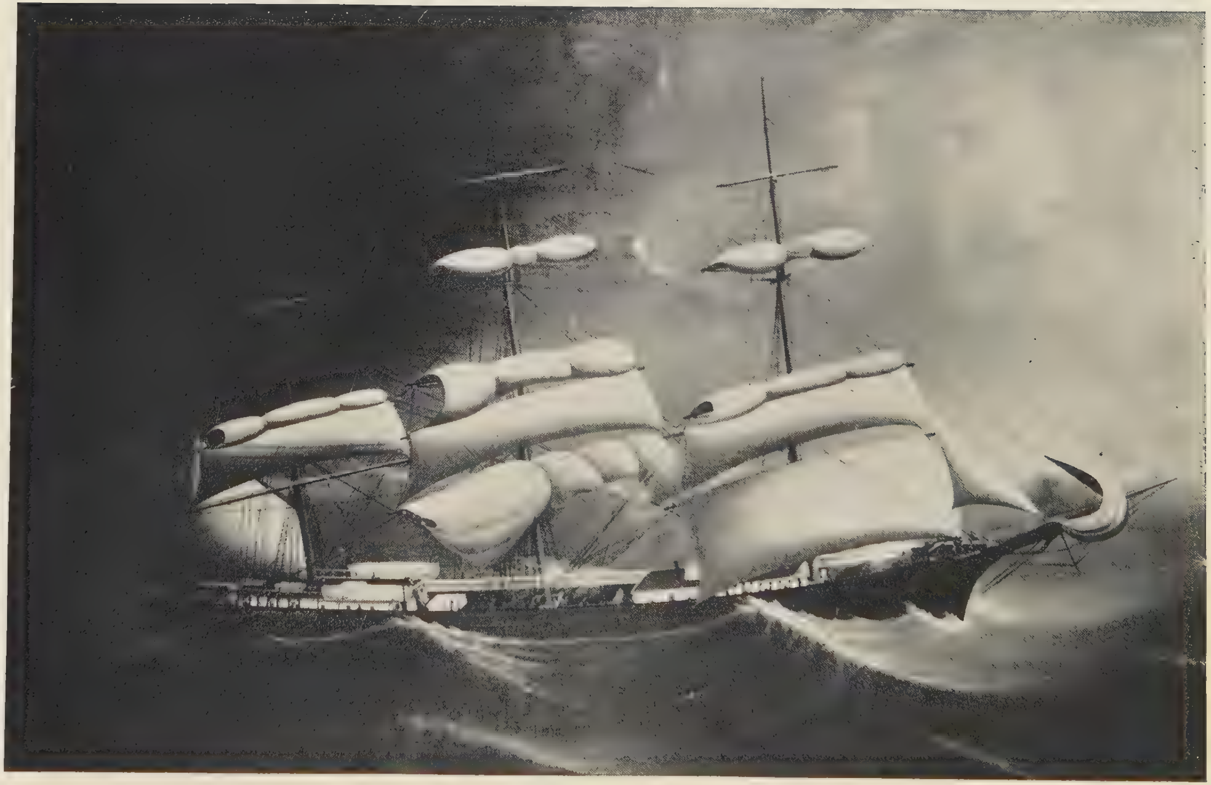
"CLEOPATRA," 1233 TONS, BUILT AT WILLIAMSBURG, N. Y., IN 1867
From an oil painting. Courtesy of Horatio Hathaway



"CONQUEROR," 1540 TONS, BUILT AT EAST BOSTON, MASS., IN 1874
Showing her at a San Francisco wharf. Courtesy Edward S. Clark



"DETROIT," 1321 TONS, BUILT AT YARMOUTH, MAINE, IN 1864
Showing her as a coal drogher sailing into San Francisco Bay
Courtesy·Edward S. Clark



"EL CAPITAN," 1418 TONS, BUILT AT BATH, MAINE, IN 1873
Photograph by George E. Noyes, Newburyport

A prior ship named in honor of "Commodore" Allen had been built in Richmond, by the Southards, in 1879, and named *Theodore H. Allen.* Her career was brief and disastrous. Under command of Capt. L. W. Call, she left Baltimore on her maiden voyage, July 21, 1879, with 1900 tons of coal, for San Francisco. On August 21st, when the ship was in latitude 18° north, running under three lower topsails in a hard gale, she was struck by a squall of hurricane force and thrown on beam ends. The cargo shifted, all movables on deck were washed away and the man at the wheel was swept overboard and drowned. Captain Call had the mizzenmast cut away close to the deck and after some cargo was jettisoned, the ship was righted sufficiently to be steered, so a course was headed for St. Thomas. The wind, however, later shifting and allowing of a northern course to be pursued, the ship was so headed and on September 27th, she made Fortress Monroe. She was then ordered to proceed to New York for repairs and reached that port October 5th.

Leaving New York, Nov. 6, 1879, after refitting, for a second attempt to get to San Francisco, the *Theodore H. Allen* had good weather for two weeks. Then, in latitude 29° north, she met with a hurricane and was completely dismantled aloft, had her hull badly damaged and was practically in a sinking condition when she was sighted by the ship *MacDuff*, of London, from Philadelphia for the Channel. The crew of the *Allen* were rescued with difficulty and three weeks later were landed at Queenstown.

For the fine way in which Captain Call handled his ship on the occasion of her first mishap, the New York Board of Underwriters ordered the preparation of a fine gold watch suitably inscribed. This was not ready for presentation when the *Allen* was to proceed on her voyage the second time, so it was forwarded to San Francisco by express and reached there a few days before announcement of the total loss of the ship was received.

CONQUEROR

THE ship *Conqueror* was built by Curtis, Smith & Co., at East Boston, Mass., for E. Williams & Co., of Boston, merchants engaged extensively in trade with China and India. She was launched June 12, 1874, and was 215 feet, by 41, by 24 feet, and registered 1540 tons. Her maiden voyage was a round to China and thereafter her time was spent about equally, trading with San Francisco via Cape Horn, and the Far East via the Cape of Good Hope. She was lost in December, 1897, while bound to Boston from Singapore, by striking on Brower's Reef, Sunda Straits. All hands reached the shore in the ship's boats.

The voyages of the *Conqueror* were made in somewhat better than average time and she was considered a successful ship, making good returns to her owners. The average of four of her passages from New York to San Francisco is 124 days, the fastest being 111 days, made in 1878 when Capt. Nathaniel Gould was in command. One of these four runs was made in 125 days, during which the ship had her three royals set from latitude 14° north, until passing through the Straits of Le Maire, on the 55th day out. Another was of 129 days duration, when she carried the royals from New York to latitude 32° south, and again, after getting into the Pacific, had them set from 50° south to 38° north. In addition to the four passages referred to, she had two of 141 days each, from New York, one of which was of continuous head winds and gales, in 1882, and the other, in 1886, being prolonged through inability to carry sail, as will appear later. The average of four passages made from San Francisco to Queenstown is 113 days, the fastest being 104 days. In 1890 she had the very long run of 166 days to Hull, her royals being set for 157 days and the topsail halliards not being started until reaching latitude 40° north, Atlantic, when the topsails were reefed for six hours. In writing to friends about this passage, Captain Lothrop made the rather unusual acknowledgment that "All the ships I spoke, arrived ahead of me."

The last visit the *Conqueror* made to the North Pacific Coast was in 1895, New York to San Francisco. She then took lumber from

Puget Sound to Sydney, in the good time of 53 days. Details of her voyages to the Far East are not available but it is known that they were as fast as those of other ships made at about the same periods.

On the 141 day passage made by the *Conqueror* under command of Capt. Elijah Crocker, in 1876, she had 24 days of very heavy gales off Cape Horn and sprang a bad leak, having thereafter to be kept under easy sail. The pumps had to be kept continuously going and as the donkey engine gave out on two occasions, most of the work had to be done by hand. All hands were about exhausted when the ship made San Francisco Heads and both pumps then giving out completely, three feet of water entered the hold in an hour. Captain Crocker referred to this passage as being the hardest he had ever made in his long career as master and he was suitably rewarded by underwriters after arrival in port. In addition he was given the following letter of appreciation. "Your ship commenced to leak June 19th, off Cape Horn and so continued until her arrival here August 23rd, the leak being from 7 to 15 inches an hour and requiring the constant labor of the crew as well as the donkey engine to keep the ship free. Under these trying circumstances, with both Valparaiso and Callao within convenient distance for bearing away for repairs, you refused to avail yourself of a port of refuge, knowing that to do so would entail great expense on owners and insurers, but you persevered in your course of severe and perilous labor until you completed your voyage to this port where repairs could be cheaply made. After your arrival here you executed your repairs economically and honestly and so conducted yourself as to impress all who have ever come into business relations with you, with the belief that you are an honest man as well as a brave and skilful seaman."

The repairs required by the *Conqueror* at that time were extensive and the cost was upwards of $10,000.

Capt. Allen H. Knowles, a native of Eastham, Mass., and a brother of Capt. Josiah N. Knowles, was in command of the *Conqueror* on her first voyage. He had previously been master of many ships, among which were the famous *Chariot of Fame* and the *Puritan*. In 1870 he took the new ship *Agenor*, leaving her four years later for the *Conqueror*. Shortly after completing his voyage in that ship he had a stroke of paralysis and died at Hyannis, Mass., in July, 1875, at the age of 61 years. The Captain's many sterling qualities had always caused him to be regarded with great respect and admiration.

Capt. Elijah Crowell was a native of Barnstable, Mass., and had the *Conqueror* for one voyage only. He had previously been master of the ship *Akbar* of Boston.

Later commanders of the *Conqueror* were Captains Nathaniel Gould, John Frost and Ansel D. Lothrop, Jr., all regular masters in in the employ of E. Williams & Co., and all, at one time or another, being in their ship *Agenor*. Captain Lothrop had the *Conqueror* during the last eight years of her career and following her loss, he took the *Edward O'Brien* (2). This ship was wrecked on a reef at the entrance to Honolulu harbor, through the parting of her cables, and the Spanish-America War then being on, Captain Lothrop entered the U. S. Army Transport Service, as an Acting Lieutenant. For a short time he commanded a government steamer and later was superintendent of the transport docks at San Francisco and at New York. During the World War he served the Government at New York. The Captain was a native of Barnstable, Mass., and died there in 1926, at the age of 82 years.

CONTINENTAL

THE ship *Continental* was built by E. & A. Sewall and was launched at Bath, Maine, in January, 1875. Her measurements were 220 feet, by 42:2, by 25:1, and registered tonnage 1668. She was taken from Bath to New York by Capt. Fred S. Bosworth who, as the representative of the Sewalls, sold her to De Groot & Peck for $112,000. She was a heavily-sparred ship, swinging an 90-foot mainyard, but she crossed nothing above the royals.

The *Continental* made several voyages to the Far East, with case oil, but the majority of her operations were between North Atlantic ports and San Francisco. The average of her seven outward passages over this course, is 147 days; 138 days the fastest and 171 days the slowest. All return passages were to the United Kingdom with grain and their average is 122 days; 105 days the fastest, 137 days the slowest, both being to Liverpool. On her last run over this course, 121 days, she had the main royal set from San Francisco until reaching Cape Horn; took in the maintopgallant sail only three times and then for a few hours each time, and did not reef nor furl the upper topsails during the entire passage. Prior to her loss she had been very fortunate in escaping damage from the elements and was a profitable ship. She met her fate by going ashore in May, 1888, on the Palmyra Reef, while bound to Calcutta from New York.

The first commander of the *Continental* was Capt. Charles Clark who had sailed for De Groot & Peck for many years, in the China and East India trades, latterly in the ship *Elsinore*. The Captain had visited San Francisco, as a man before the mast, in 1852, but had not again been there until his arrival on the maiden voyage of the *Continental*. He died on board that ship in 1884, while on a passage from the Orient to New York, being then in his 56th year. With an apparently rough exterior the Captain had a very kindly disposition and was generous to a fault.

Capt. N. Kirby, previously owner and master of the ship *Belvedere*, was the second commander of the *Continental*. He completed two round voyages and died at his home on Cape Cod shortly after returning from the second. Capt. J. H. Willey, formerly master of the ship *Luzon*, belonging to the owners of the *Continental*, took the latter and had her on her last visit to San Francisco in January, 1887. He had been quite ill for several weeks prior to the arrival of the ship and soon after died on board having been too weak to be removed to a hospital. The ship's carpenter had sailed with Captain Willey for many years and becoming despondent during the Captain's illness, began drinking heavily. On learning of Captain Willey's death he went to his room on board the ship and killed himself by rifle shot.

Capt. Isaac F. Gilkey of Searsport, Maine, succeeded Captain Kirby and continued in command until the ship was lost. Captain

Gilkey was born in 1838 and in 1863 was given his first command, the ship *Borodino.* Thereafter he was master of the *Devonshire,* the famous clipper ship *Messenger,* the *Rufus E. Wood, Dakota* and *William G. Davis.* In the *Dakota* he took the first cargo of wheat to leave Puget Sound for Europe and at a banquet given at Tacoma, in his honor, just before the ship sailed, he was presented by citizens with a valuable gold watch and chain. After the loss of the *Continental,* the Captain retired from sea and engaged in business in Searsport. He passed away in Portland, Maine, in 1904.

CYRUS WAKEFIELD

THE ship *Cyrus Wakefield,* named after a prominent merchant who established the town of Wakefield, Mass., was built and owned by Samuel Watts of Thomaston, Maine, and was launched Sept. 30, 1882. She was 247 feet, by 43:7, by 28:6 feet, and registered 2013 tons. She was very strongly built, had fine quarters for officers and crew and an enclosed wheelhouse. She crossed three skysail yards and her main truck towered 173 feet above the deck. She was the first Thomaston-built ship to have double-topgallant yards, crossing these on the fore- and mainmasts. After several years of operation, the lower-topgallant yards were dispensed with but the skysail yards were never disturbed.

On her arrival from Thomaston, at New York, to load in Sutton & Co.'s Line for San Francisco, the *Wakefield* attracted much attention, making a very beautiful appearance with her fine model, neat decks and housings and lofty spars with their snowy canvas already bent for sailing. The command had been given to Capt. D. J. Hodgman and sailing from New York, Nov. 19, 1882, the passage to the Golden Gate was made in 132 days, the ship thence going to Liverpool in 109 days. Thereafter she continued in trade with San Francisco and made in all 14 passages to that port from the North Atlantic. Of return runs, 12 were made directly East via Cape Horn and one was made by way of the Philippines. At intervals, after arrival at San

Francisco, she was operated in the Pacific Coast coal trade and in 1895 made five round trips between the Golden Gate and British Columbia in seven months and five days. One of these was accomplished in the gross time of 26 days. In 1900 she made a round voyage between San Francisco and Honolulu, carrying on the downward run, 1941 tons of general cargo, the largest that had ever gone forward to the Islands from the Coast in one bottom.

Of the passages made by the *Wakefield* from Atlantic ports to San Francisco, one was from Liverpool and the remainder from New York or Baltimore. On the last one made, which was in 1899, she was forced to put into Port Stanley. The average of the 13 direct passages is 131 days, of which the shortest was 101 days from Liverpool, in 1887-1888, while the ship was commanded by Capt. Isaac N. Hibberd. The longest was 150 days from Baltimore, in 1886, when Capt. W. J. Morton reported being 41 days from port to the Line and having nothing but continuous light winds until close to the California Coast when, in a squall, all the sails that were set were lost and the mainyard and the upper mizzentopsail yard was sprung.

Of the *Wakefield's* passages from San Francisco, seven were to the United Kingdom, two to Havre and three to New York. The average of the 12 is 113 days, the shortest being 91 days and 100 days to New York, with Capt. F. T. Henry in command; one of 109 days to Liverpool, under Captain Hodgman, and one of 109 days to Dublin under Capt. Gleason Young. The longest eastbound run was 127 days to Hull.

Capt. Isaac N. Hibberd took command of the *Wakefield* at San Francisco, in May, 1887, and had a passage of 116 days to Liverpool. After the ship was discharged, she was docked, caulked and metaled and then loaded a full cargo of coal. She was back in San Francisco, Jan. 30, 1888, just eight months and two days after having left there. It was on this run from Liverpool that the remarkable time of 101 days was made. Captain Hibberd reported having left the Mersey on October 21st, passing the Scilly Islands three days later; saw Madeira on the 10th day out and crossed the Line on the 24th day; was 18 days between the two parallels of 50° south and was off the pitch of the Cape on the 53rd day at sea; was 22 days from 50° south, Pacific, to the equator and then had the remarkably fast run of 15 days to an anchorage in San Francisco Bay. Her time of 37 days running up the Pacific from Cape Horn is very close to the fastest made by the "crack" ships of the old clipper fleet.

On April 4, 1899, the *Wakefield* left New York for San Francisco under command of Capt. Fred T. Henry. Off Cape Horn she was considerably damaged about decks and in sails and rigging. A course was set for Port Stanley to effect repairs and shortly after, Captain Henry met death under circumstances that were never satisfactorily explained. The mate put the ship into Port Stanley and soon, thereafter, left for his home in Maine. Capt. Omar E. Chapman, whose ship, the *John R. Kelley,* had just been wrecked at Port Stanley, then took command of the *Wakefield* and completed the voyage to San Francisco, having the remains of Captain Henry on board. An inquest was then held and although there were hints of foul play, the mate's entry in the ship's log book was accepted as authoritative evidence and nothing resulted. This entry was to the effect that during the storm off Cape Horn, Captain Henry was on the poop watching the approach of heavy seas in order to warn the men who were working waist deep at the pumps against extra heavy combers that might come aboard. One such caught the Captain and threw him on the main deck where his head struck a ring-bolt.

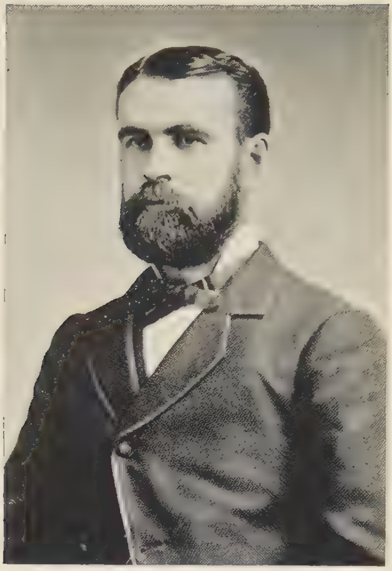
Following the arrival of the *Wakefield* at San Francisco, from the Falklands, she made the voyage to Honolulu previously referred to and on returning to the Coast in July, 1900, was partially dismasted at sea. She then made a round voyage to Seattle for coal and on return to San Francisco was sold to the Quartermaster's Department, United States Army, at a price reported to be $75,000, the ship being then in very good condition. Under command of Capt. Thomas Peabody she left San Francisco, Sept. 25, 1900, for Nanaimo, B. C., where she loaded coal for Manila on Government account. On arrival out she was converted into a barge and for a time was stationed at that port. Later she is said to have been transferred elsewhere but efforts to trace her final end have thus far been unavailing.

Capt. George A. Carver
Built Ship *Clarissa B. Carver*

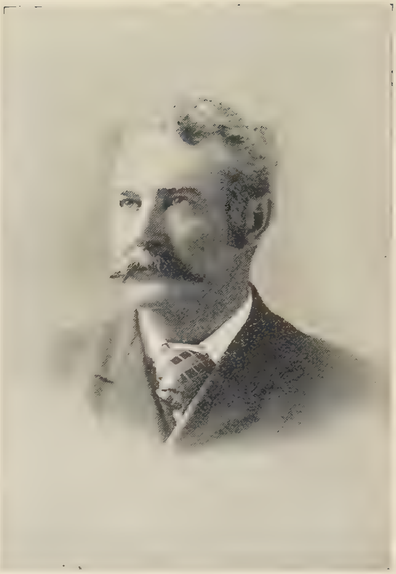
Capt. Jesse T. Carver
Ship *Richard P. Buck*

Capt. Nathan P. Carver
Ship *Susan Gilmore*

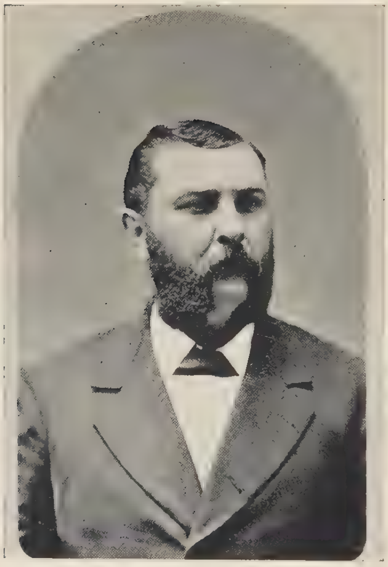
Capt. Phineas P. Carver
Ship *Charter Oak*



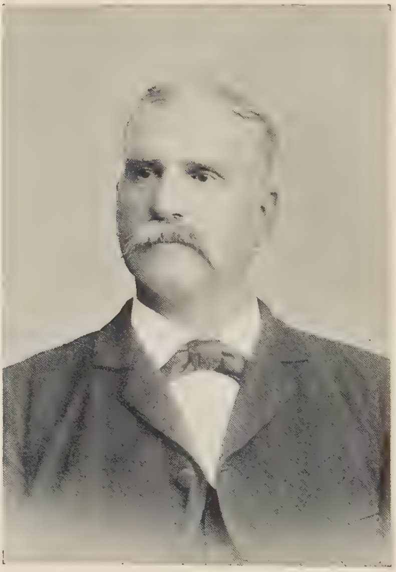
Capt. Benjamin F. Colcord
Ship *William H. Connor*



Capt. J. Herbert Colcord
Ship *Elizabeth*



Capt. Frank F. Curling
Ship *Frank F. Curling*



Capt. Henry G. Curtis
Ship *John C. Potter*

Capt. D. J. Hodgman, who made the first voyage in the *Wakefield,* had previously been in command of Samuel Watts' ship *Loretto Fish.* He was succeeded in the *Wakefield* by Capt. Gleason Young, a native of Union, Maine. Captain Young had sailed in ships belonging to Harvey Mills but just prior to taking the *Wakefield* had been in command of Mr. Watts' ship *Jane Fish* which was sold to Germany in October, 1882. He was appointed master of the ship *Harvey Mills* while she was in trouble at Liverpool, but did not make any voyages in her. Captain Young commanded the *Wakefield* on two different occasions, for a total of some four years. He died in October, 1909, at the age of 57 years.

Capt. W. J. Morton, another shipmaster long in the employ of Samuel Watts, had the *Wakefield* for short periods on two occasions. The Captain is referred to in the account of the ship *Abner I. Benyon.* Capt. Halver Hyler also had her on two occasions. He is mentioned in the account of the ship *Samuel Watts.* Capt. Fred T. Henry is spoken of as quite a character, a driver and a navigator of the highest ability. His first command was the Pacific Coast built and owned bark *Cassandra Adams* and the second, the ship *Jabez Howes* in which he served as master some ten years before taking the *Wakefield.* On different occasions the Captain had had disputes with his mates and on the voyage during which he met his death, members of the crew testified that he had frequently quarreled with his chief officer relative to the navigation of the ship.

Capt. Isaac N. Hibberd was born at Darby, a town near Philadelphia, and first went to sea as a boy in the ship *Jane Fish,* under Capt. Gleason Young. Later, he sailed in a Nova Scotiaman, following which he went in fruit steamers and then in passenger steamers of the American Line plying between Philadelphia and Liverpool. When Capt. Gleason Young took command of the *Wakefield,* young Hibberd was persuaded to return to sail and signed on that ship as third mate, subsequently rising through the ranks of second and first officer to captaincy of the ship, at which time he was 25 years of age. Captain Hibberd was in command of the *Wakefield* some two years and thereafter had the ship *Alex. Gibson,* three years, relinquishing her command at San Francisco, in May, 1892, to retire from active sea life. He has ever since been connected with shipping, first having taken charge of the George W. McNear grain warehouses at Port Costa, Cal. Later on, he was Superintendent of Transportation for the Northern Commercial Company, operating to Alaska; Superintendent for the Pacific Coast Steamship Company and a member of the firm of Barneson & Hibberd, San Francisco, who were extensively engaged in shipping and the operation of piers and warehouses on the water-front. The Captain is a man of large affairs, highly respected in all ways and is a member of the Board of Pilot Commissioners. On Oct. 12, 1891, he joined the Marine Society of the City of New York and is now senior in the Society in length of membership.

DETROIT

THE ship *Detroit* was built by C. J. Seabury, master builder for Blanchard Brothers of Yarmouth, Maine, and was launched in September, 1864. She was 198 feet, by 38, by 27 feet, and registered 1321 tons. Like all Blanchard ships she was well built of the best materials. Her lower masts were "built" sticks; she crossed nothing above royal yards, but was well sparred. She was built to be commanded by Capt. Samuel S. Thomas, a shipmaster of the old school, long employed by the Blanchards. Captain Thomas had for a time been master of a prior ship named *Detroit* which had been built by Blanchard & Smith in 1855 and later sold to Nesmith & Sons. In 1879 she is listed as the Norwegian ship *Otto and Antonio.*

For the first 15 years or so of her career *Detroit* No. 2 was engaged in trade, mainly with South American ports, coal being her outward cargoes to the East and West Coasts and guano on the return. She was considered a successful and fortunate ship her most serious mishap being in 1867 when, on the passage from Shields to San Francisco, with coal, she was forced to put into Queenstown on account of developing a bad leak. This being located and stopped, the voyage was resumed, but a few days later, very heavy weather was encountered and the ship had to be put back to Queenstown a second time. These two incidents cost underwriters $13,000.

In 1879 the Blanchard Brothers sold their 13/16ths interest in the *Detroit*, for $26,000, to parties in San Francisco, the remaining shares continuing in the hands of eastern owners. The ship then made a voyage from San Francisco to Liverpool, with wheat; then took coal to Rio de Janeiro and from there went in ballast to Puget Sound. Thereafter she was operated on the Pacific, principally in the coastwise coal trade, but occasionally making an offshore voyage with lumber. During her later years she was rigged as a bark and had changed ownership on several occasions. In 1895, while owned by Charles Nelson of San Francisco, she was sold to the Pacific Mail Steamship Company who sent her to Acapulco to do duty as a coal barge.

Capt. Samuel S. Thomas, the first commander of the *Detroit*, was a native of Yarmouth, Maine, and died there some years ago. He was a bachelor, owned a fine place in Yarmouth, and after retiring from sea life, lived there with his four sisters. He owned shares in many Yarmouth-built ships and was financially well off. He used to say that if you "let go the standing part of a ten-dollar bill, it will very soon unreeve." A Yarmouth boy, who made one voyage under the Captain, said that the only time the "Old Man" spoke to him was while he was at the wheel one day, when the question was asked: "Henry, does your mother keep a cow?" Captain Thomas was one of the most highly respected citizens of Yarmouth or vicinity. He was a tall, spare man, with gray whiskers.

Among the numerous masters of the *Detroit* while she was engaged on long-distance voyages, was Capt. David W. Blanchard, whose career as a shipmaster is referred to in the account of the *Admiral*. Of those in command while the ship was owned on the Pacific Coast may be mentioned Capt. J. W. McAllep, formerly in the clipper ship *Western Shore*, and Capt. Charles Rock who, after leaving the *Detroit*, was master and part owner of the *Levi G. Burgess* and other vessels running on the Pacific.

DEXTER

THE ship *Dexter* was built by George Thomas, in the Quincy, Mass., shipyard of Isaac Taylor of Boston, and was owned by the latter. She was 186 feet, by 37, by 23 feet, and registered 1257 tons. Capt. John Taylor, the senior master in the employ of the owner, had been appointed to command her but he being absent on a voyage his cousin, Capt. Joshua N. Taylor, had her on her maiden passage.

It was anticipated that the *Dexter* would prove to be a fast sailer but a resumé of her passages shows that they were generally longer than average and she has nothing in the way of a speedy voyage to her credit. She was a very stiff ship and wanted plenty of wind. While under the America flag she was operated principally on the run between New York, San Francisco and the United Kingdom.

According to the account of Capt. Joshua N. Taylor of Orleans, Mass., who recently passed away at an advanced age, the *Dexter* was launched in October, 1867, and in November left Boston, in ballast, for New York, under charge of a coast pilot. During a gale she struck on a reef near Corn Field Lightship, in Vineyard Sound, but was gotten off with the loss of a considerable part of her keel. After arrival at New York, her master, Prince Harding Taylor, resigned and the chief mate, Edmund Linnell, was appointed in his stead. While the ship was loading for San Francisco she was found to be leaking and investigation showed that no stop-water plug had ever been set in. Prophecies of future mishaps and disasters made by friends of the new Captain so worked on his imagination that he became ill and a few days before the ship was to sail he also gave up the command. Capt. Joshua N. Taylor, a cousin of the owner of the ship, was requisitioned and within 48 hours after his arrival in port in completion of a voyage to Africa, he was outward bound in the *Dexter*, in the face of a bitter cold gale from northwest. The passage to San Francisco was made in 156 days, the *Dexter's* owner losing his wager that she would beat the time of the ship *Sacramento*.

At San Francisco, Capt. John Taylor took over the command and made the passage to Liverpool in 122 days; then back to San Francisco in 163 days; thence 68 days to Callao and from there, 106 days to Valencia, Spain. His following passage was 185 days from New York to San Francisco, and then, after making a round voyage to Newcastle, N. S. W., on which he was 67 days going down and the same time in returning, he took his ship to Queenstown in 173 days.

On her passage from New York to San Francisco, in 1869, the *Dexter* sprung aleak at sea necessitating pumping being done nearly all the voyage and causing a loss to underwriters of $8,000. Nor was this Capt. John Taylor's last unfortunate experience with the unlucky *Dexter,* for in March, 1873, after having received orders at Queenstown to proceed with his cargo of California wheat to London, his vessel was in collision with the ship *Moses Day,* losing her bowsprit, foreroyalmast and starting to leak forward. In 1873-1874, while under command of a Captain Bursley, the *Dexter* made a voyage from Gefle to Melbourne, thence to Newcastle, N. S. W., and San Francisco. On the latter passage she was 99 days and made port badly damaged in a series of violent gales with whirling-squalls lasting ten days, during which the crew were lashed to prevent being washed overboard.

In November, 1876, the *Dexter,* under command of Capt. William C. Manson, arrived at Queenstown, 150 days from San Francisco. Captain Manson, who had previously been in the celebrated clipper ship *Nightingale* and who later was in the ship *Pharos,* had bought the Dexter the year before and after his arrival he sold her for £9,000 sterling, to go under the German flag. She was renamed *Sophie* and was put in the trans-Atlantic oil and lumber trade. About 1890 she is reported to have been abandoned at sea while on a voyage from St. John to Liverpool.

EDDYSTONE

THE ship *Eddystone* was built by Currier & Townsend, at Newburyport, Mass., for account of J. C. Stubbs and others of that place. She was launched in November, 1856, and was 173 feet, by 34:6, by 22 feet, registering 949 tons. In 1869 she hailed from Bucksport, Maine, her managing owner being E. D. Peters. Some five years later she was sold to go under the British flag without change of name.

The *Eddystone* had the reputation of being quite a good sailer and her passages averaged well. She was a large carrier, loading 1400 tons dead weight and on one occasion had 2100 tons weight and measurement cargo laden at Calcutta, on a draft of 20 feet. She was engaged, while under the American flag, principally in trade with ports in India, her only passage to San Francisco being in 1870 when she went out from Boston.

As the British ship *Eddystone,* bound from the West Coast of Mexico to Liverpool, with a cargo of guano, she put into Tahiti, in April, 1875, leaking badly. Extensive repairs were made and she proceeded on her voyage but put back a few days later with five feet of water in her hold. After being surveyed she was condemned and was sold to Turner & Rundle, a trading firm whose headquarters were in San Francisco. They sent her to Sydney to be sold but no satisfactory offers were to be had so she was loaded with coal and dispatched to San Francisco. Not long after leaving port she again started to leak and put into Tahiti for the third time. Being again patched up she eventually reached San Francisco where, in October, 1876, she was sold to Nicholas Bichard who had quite a fleet of similar old-time vessels in operation on the Pacific, in the lumber and coal trades. Her new owner had her re-rigged as a bark, renamed *Don Nicolas* and put her under the Costa Rican flag. Later she flew the Bolivian and Nicaraguan flags and made money for her different owners some 14 years.

In October, 1890, the *Don Nicolas* left San Francisco for Melbourne, but her captain becoming dangerously ill on the passage, the mate put into Sydney. A new captain took command and the voyage was completed, the vessel later proceeding to Newcastle, N. S. W., where a cargo of coal was laden for San Francisco. Soon after leaving port, northeast gales were encountered which drove the ship to the southward and these increased to such an extent that when nine days out she was laboring and straining in a terrific sea and making more water than the steam pumps could control. Both mates and six out of the eight seamen had been injured and by ten o'clock on the morning of March 13, 1901, when the vessel, with a bad list, was rolling violently and scarcely rising to the seas, the crew managed to launch two boats and abandoned the bark which, within an hour, took a plunge and went down bow first. In the haste of getting clear of the vessel no compass was secured and the only provisions taken off were 15 pounds of biscuit, 4 tins of preserved beef, a small quantity of butter and cheese and 10 gallons of water for the party of 15 persons, 2 of whom were passengers.

The *Don Nicolas* was abandoned about midway between Sydney and the south island of New Zealand. The larger boat took the smaller in tow and with oars rigged up for masts and awnings used for sails, a course was shaped for the Australian Coast but no headway could be made on account of the tremendous sea, and later on it fell a dead calm. On the eighth day, all provisions and water having been used and when all hope of being rescued had about been abandoned by the now thoroughly exhausted party, a light breeze sprung up and a shower of rain fell, they securing about two quarts of water which was at once divided. A schooner had previously been sighted but did not observe the boats on account of the heavy swell and two steamers were now seen but they also passed on. Later on, however, land was sighted, when the smaller boat with the second mate and three seamen cast off and made posthaste towards Sydney Heads. A pilot boat put out and the next day the occupants of both boats were safe in Sydney.

EL CAPITAN

THE ship *El Capitan* was built by E. & A. Sewall at Bath, Maine, and was launched Oct. 20, 1873. She was 205:3 feet, by 37:2, by 23:5 feet, and registered 1418 tons. During her first ten or twelve years she was owned by her builders, then being purchased by De Groot & Peck of New York. For the one-fourth interest standing in the name of A. Chesebrough, San Francisco, trustee, $12,500 was paid.

Prior to the sale of the *El Capitan* she was operated mainly between Atlantic ports and San Francisco. Thereafter she was in trade with the Far East. She was a good carrier and her passages averaged well. Her fastest run to San Francisco was 129 days from Liverpool; east bound, from the Golden Gate, her best was 107 days to Queenstown. Capt. Herbert N. Humphrey, who was in the ship about 14 years, running to Calcutta and Japan, writes that his fastest passage from New York to Calcutta was 102 days. On one occasion he made the run from New York to Sydney in 98 days. From Sydney he took his ship to Calcutta by the Great Barrier Reef route, a steamer passage, and the *El Capitan* is the only square-rigged ship that ever went through there.

The first commander of the *El Capitan* was Capt. William P. Lincoln who resigned after the ship's arrival at San Francisco, in December, 1882, and retired from sea life on account of ill health. The Captain died within two years at his home in Bath, at the early age of 42 years. He was succeeded by Capt. Joseph E. Sewall, who, after making a couple of voyages, took command of the ship *Paul Revere*. Chief officer Herbert N. Humphrey was appointed master of the *El Capitan* and aside from one voyage in 1896, when he was relieved by Capt. Andrew L. Carver, Captain Humphrey continued in the ship until she was lost.

In April, 1897, the *El Capitan* left Baltimore for San Francisco with a cargo of coal and had fine weather until reaching Staten Island. What followed is tersely described by Captain Humphrey, as follows:

"After rounding Staten Island we ran into heavy weather and from that time on it was one gale after another, which strained the ship until she got leaking badly. We got around Cape Horn four times but had drifted back, so we steered for Montevideo, duly arrived there, discharged some 300 tons of coal and made repairs. We then started again for the Horn and had a fine run to Staten Island and to off the Cape itself. There we met a strong northwest gale which towards night developed into a hurricane. At one o'clock in the morning, the ship being hove to under two lower topsails with the mate's watch on deck, he said he saw what looked like a wall of water coming and when it struck the ship, it threw her over on beam ends. The cargo shifted and the port rail was under water up to the main hatch. The after end of the forward house was carried away with the cook, the steward and the second mate who were asleep at the time. Three of the watch on deck were also washed overboard and never seen again. The after house was all carried away except the roof. When daylight came it was found that the frames from the fore to the mizzen rigging were all broken off; three strakes of planking started and there was six feet of water in the pump well.

"For fourteen days the crew were engaged in throwing overboard the coal on one side of the ship in the between decks and finally she was gotten nearly upright and new topsails were bent. She had drifted well to the south and east of Staten Island, among the ice. Captain Humphrey again put the ship on a course for Montevideo. The only navigating instrument left in the cabin was a sextant chronometer which was screwed to a partition and a part of a general South American chart that was found floating in the water. There was no clothing but what was being worn. There were no utensils nor means of cooking, so holes were punched in an old oil can and a small fire built therein. Flour and potatoes were boiled and on this meagre diet, all hands managed to subsist until Montevideo was at last reached. There the *El Capitan* was condemned and sold for the small sum of $1,500. She had nothing standing above the topmasts."

This ill-fated voyage was the last made by Captain Humphrey in sailing vessels, he then going into steam. From 1898 until 1906 he was running between Seattle and Alaska in command of the steamers

Newport, *Eureka*, *Valencia* and *Portland*. Then retiring from sea life he made his home in Yarmouth, Maine, and still resides there.

EL DORADO

THE ship *El Dorado* of Kennebunk, Maine, was built at that place in 1865, by Capt. N. L. Thompson, and was 186 feet, by 36, by 23 feet, registering 1147 tons. Early in her career she was purchased by George Plummer of San Francisco and registers of 1868 give him as her managing owner. At that time she was temporarily employed in the coastwise coal trade out of British Columbia. Thereafter and until 1875, most of her voyages were made between Atlantic ports and those of the West Coasts of North and South America. She was then operated as a coaster on the Pacific.

On July 5, 1880, while the *El Dorado* was bound from Seattle to San Francisco, with a cargo of coal, she went ashore in the Straits of Juan de Fuca, in a dense fog and became a complete wreck. On being sold by auction only the small sum of $50 was realized. The ship was insured for $23,000 but there was no insurance on the cargo.

One of the best known masters of the *El Dorado*, while she was running along the Pacific Coast, was Capt. William O. Hayden, who had been born in Maine, in 1840. In 1865 he had the bark *Ranier*, built at Robbinston, Maine, and took her out to San Francisco to run on the Coast. Later, he commanded the ship *Arkwright*. He relinquished command of the *El Dorado* a short time before she was lost and was then in the ship *Two Brothers* some nine years, following which he had the *Palestine* three years. On retiring from the sea he engaged in the insurance business in Tacoma and passed the remainder of his days there. The Captain had been master of vessels belonging to the San Francisco firms of Samuel Blair and Pope & Talbot, nearly thirty years.

ELDORADO

THE ship *Eldorado* of Yarmouth, Maine, was built at that place, in 1864, by Lyman Walker, for C. F. Sargent and others and was 185 feet, by 35, by 23 feet, with a registered tonnage of 1056. Prior to 1882 she was engaged principally in the trans-Atlantic and South American trades. She then took out a cargo of steel rails from Philadelphia to New Tacoma and following her arrival on the Pacific Coast was sold to be operated in the coastwise coal trade, being re-rigged as a bark.

On March 29, 1887, the *Eldorado* left Seattle with 1900 tons of coal for San Francisco. Soon after being dropped by her tug outside of Cape Flattery, she encountered a terrific southeast gale and sprang aleak on April 1st. The pumps were unable to keep her free and at 8 P.M. she laid over and would not recover. While in this position two or three large seas boarded her and sent her to the bottom. The second mate and three seamen, who were on top of the after house, had managed to make a sort of raft on which they floated away from the rest of the wreckage. The second mate and one seaman perished from exposure the next day. Soon after, the two remaining men were picked up by a schooner and taken to Tacoma. They were the only survivors of the *Eldorado's* company which had numbered 14 on leaving port.

At the time she was lost the *Eldorado* was owned by A. M. Simpson & Brother of San Francisco, William Patterson and H. E. and Thomas Pennell. Her commander was Capt. Sylvanus Humphrey of Yarmouth, Maine.

ELIZA McNEIL

THE ship *Eliza McNeil* was built by Samuel Watts, at Thomaston, Maine, and was launched June 3, 1871. She was 209 feet, by 40, by 26:6 feet, and registered 1582 tons. She was named in honor of the wife of John Watts, son of William Watts, founder of the Watts family in America.

For practically all her career as an American ship, the *Eliza McNeil* was employed in trade between San Francisco and New York or Liverpool. Her passages average well and her commanders were proud of her performances considering that she was of full model, built to carry good cargoes. In 1872 she made the run from New York to San Francisco in 119 days; in 1877 she ran from the Golden Gate to Queenstown in 100 days, and five years later made the passage to Antwerp in 112 days.

After her arrival at Antwerp, on this last noted voyage, the *McNeil* was sold to Seidenberg, Wendt & Co., of Bremen, for £9,000 sterling. She was renamed *August* and passed the rest of her days in the trans-Atlantic barrel oil trade.

The *Eliza McNeil* was built to be commanded by Capt. Harvey Mills, but his son, Capt. Warren F. Mills, soon succeeded. Under the latter, the ship gained considerable publicity through taking relief stores from San Francisco to the Pitcairn Islanders in 1874. Capt. W. J. Morton, later in command of the ship *Abner I. Benyon*, was master of the *McNeil* for a few years. Her last American commander was Capt. John B. Emerson who, in 1875, had purchased a one thirty-second interest in the ship for $1,900 but had not taken over her command until December, 1881.

Capt. John Brown Emerson was born at Boothbay, Maine, in 1835, of a long line of maritime ancestors. As a boy he manifested a strong desire for a seafaring career and at the age of 13 made a foreign voyage in the new brig *Rainbow*, of which his father was master. Attending school winters he was with his father until the latter died at sea. Young Emerson, then chief mate and 19 years of age, completed the passage whereupon the brig's owners made him master.

Later, Captain Emerson commanded the brig *Tempest*, the barks *Windward* and *Dresden*, and the ships *Uncle Joe*, *Valley Forge*, *L. B. Gillchrest*, *John T. Berry*, *Kendrick Fish*, and the *Eliza McNeil* in which he made his last voyage. By his marriage to a daughter of Capt. Samuel Watts, Captain Emerson allied himself to one of the oldest and most prominent families interested in Maine shipping. At the time of his death, in his 52nd year, he ranked at the head of his profession and a contemporary in square-riggers writes that "Captain John was a dignified, old-time sea-captain."

The following is taken from Captain Emerson's abstract of the log of the *Eliza McNeil* on her last voyage as an American ship, New York to San Francisco and thence to Antwerp. The Captain spent Christmas day at home with his family in Maine and then went to New York to take command of the *McNeil,* lying at Pier 19, East River.

"Saturday, Dec. 31, 1881. Dropped the ship into the North River, ready for sea. Next day, started in tow of the tug *Joseph Hartman,* but weather threatening a snow storm, anchored at Staten Island. Next day, proceeded to sea and pilot left at 4:15 P.M. A moderate gale from N.W. and fine weather. May God speed us.

"Saturday, January 7, 1882. We have been favored this week with fine weather and very steady winds and the ship has made some fine runs. She sails well on her deep draught of 22 feet, 11 inches. Eleven and one-half knots has been her best sailing thus far and were she six inches lighter, I think she would go at least one knot an hour faster. We crossed the parallel of 30° north when ten and one-half days out from New York. On January 14, was in company with a bark bound in our direction but passed her easily. January 16, sent up the main-skysail yard and set the sail. The winds were variable and irregular, with some calms during the remainder of the week.

"January 28. Crossed the Line 25½ days out from New York. Had hoped to make it in 21 days but continued light winds prevented. Passed a half mile east of St. Paul's Rock, a compact mass with several peaks 60 to 70 feet high. Passed about 20 miles west of Fernando de Norhona during the night.

"February 4. Have had a quiet week, nothing of importance having occurred. The winds have been rather light, the weather fine and the temperature comfortable for the season. Have seen 20 vessels this week. 'Be merry and win: patient endurance attaineth to all things.'

"February 17. Have had continuous light winds and numerous calms. A brig-rigged steamship with black funnel passed us, bound south. Yesterday tacked the *Eliza McNeil* for the first time.

"February 27. The northeasterly wind died out on the 20th and a breeze sprung up from the southward, accompanied with rain, thunder and sharp lightning and an ugly appearance of the weather. Shortened sail to lower topsails for eight hours when things improved. Then had two days of strong head winds with two short thunder storms. On the 27th, at midnight, crossed the parallel of 50° south.

"March 7. Four days ago, about 60 miles northwest of Cape San Diego, signaled the ship *Willie Reed*, Yates, 68 days out from New York, for San Francisco and later in the day signaled the bark *Furness Abbey*, Guest, from Boston, December 24, for Honolulu. We all passed through the Straits of Le Maire, in company, the following night. It was fine moonlight with weather almost as mild as summer at home. There was a rather light breeze from the northwest, we were fairly at the entrance to the Straits at 9 P.M. and all clear of them at 3 A.M. The water was very smooth with no tide rips, but it soon came on to blow and rain and we lost sight of our sailing companions both of whom, however, seemed to sail rather faster than our ship. This day, at 8 A.M. Cape Horn bore west, true, 16 miles distant and we had a fine view of the Cape and surrounding islands. On the 11th, 12th, and 13th, were in company with the *Willie Reed*.

"March 24. Passed latitude 50° south in the Pacific, 80 days out from New York. My books all represent March to be the worst month in the year for doubling Cape Horn but this passage we have had mostly pleasant weather although the winds were continuously ahead, with only three short gales. The temperature was not very cold nor did we get much rain. On the 18th and 19th we had a fine easterly wind and splendid weather and made 9 degrees difference of longitude. It came in a good time and helped wonderfully.

"April 8. During the last week made 1214 miles, of which the best day was 242 miles.

"April 20. At midnight crossed the equator in the Pacific, 27 days from 50° south and 107 days from New York. The average of the *Eliza's* five previous passages from Atlantic ports to this point is 114 days, of which the two fastest were 105 and 110 days and the slowest, 126 days. Lost the southeast trades in latitude 4:30 north and entered the northeast trades in 5:44 north. Made 807 miles this week.

"April 27. 'By the wind, with a clean full' all this week; made 1217 miles. 'A wise traveller goeth on cheerily, through fair weather or foul. He knoweth his journey must be sped, so he carrieth his sunshine with him.'

"May 4. Saw a brigantine steering to the eastward, the first vessel we have seen for a month. Made 955 miles this week.

"May 7. At noon San Francisco bore east by north, 970 miles distant.

"May 14. Made Farallon Light, due east, 29 miles, at 8 P.M. and at midnight passed it very close. At 4.30 A.M. took pilot Freeman Trask from boat No. 2 and at 8 A.M. anchored in San Francisco harbor after a very pleasant passage from New York of 132 days, 15 hours. Next day towed to Green street wharf and commenced discharging. All hands paid off."

Last voyage of the *Eliza McNeil*, as an American ship, San Francisco to Antwerp, 1882.

"Thursday, June 29. Cleared at the Custom House; crew all on board; ship ready for sea; has 2142 tons of wheat on board. Mean draft, 22 feet, 10 inches. She has been in port 46 days. Freight list, 4953 pounds, 10 shillings, 3 pence.

"June 30. Ship towed to sea by tug *Richard Holyoke*, crossing the Bar at 3 P.M. The first two days out, calm and foggy; made no progress. July 3, ships *Seminole*, Holmes, for New York; *Jabez Howes*, Baker, for Liverpool, and *Willie Reed*, Yates, for Dublin, and all from San Francisco, were in company. The *Eliza* outsails them all except the *Willie Reed* with the latter the only one in sight July 4, both ships flying the national ensign in honor of Independence Day.

"July 20. Took southeast trades and crossed the Line the 23rd. Lost the trades on the 31st in latitude 24:30 south. August 19, near Cape Horn, ship being hove to, met ship *Ocean King* which had left San Francisco 10 days before us, and was in company with her several days. September 19, crossed the equator in the Atlantic, 29 days from

Cape Horn, 81 days from San Francisco. September 25, spoke ship *Everest* of Yarmouth, N. S., which had left San Francisco 21 days before us.

"September 28. Entered the northeast trades in latitude 14:40 north. At noon signaled ship *Hawksbury* of London, 16 days out from that port, for Sydney, who wished to be reported all well. October 9, passed St. Mary's, Azores, and that evening passed close to St. Michael's, noting a very fine light on the northeast point of the island.

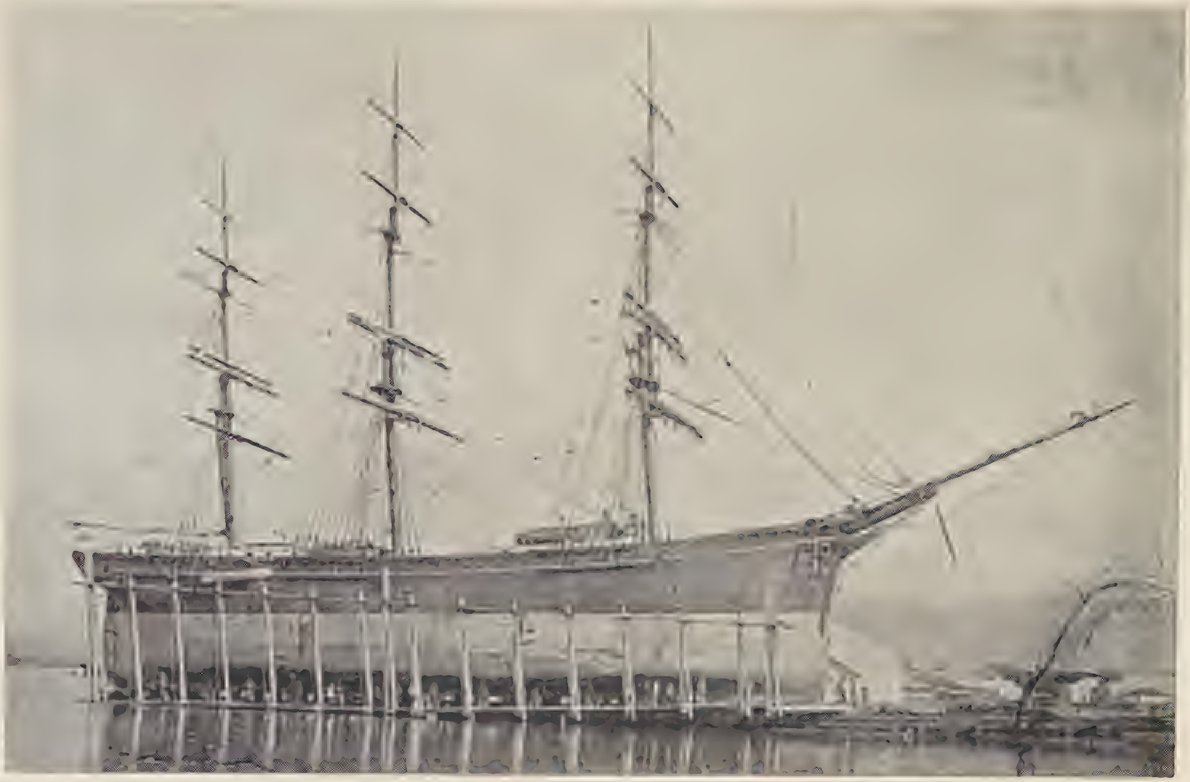
"October 17, 5:30 P.M., passed Signal Point, 8 miles distant, 27 days from the equator and 109 days from San Francisco. October 19th, in Straits of Dover, in company with the ship *James Nesmith*, which had left San Francisco 23 days before us but put into Queenstown for orders.

"Friday, October 20. Passed by Flushing at 4 A.M. and so ends a quick and pleasant passage of 112 days. Next day entered the ship at the Custom House and got ready to discharge into lighters."

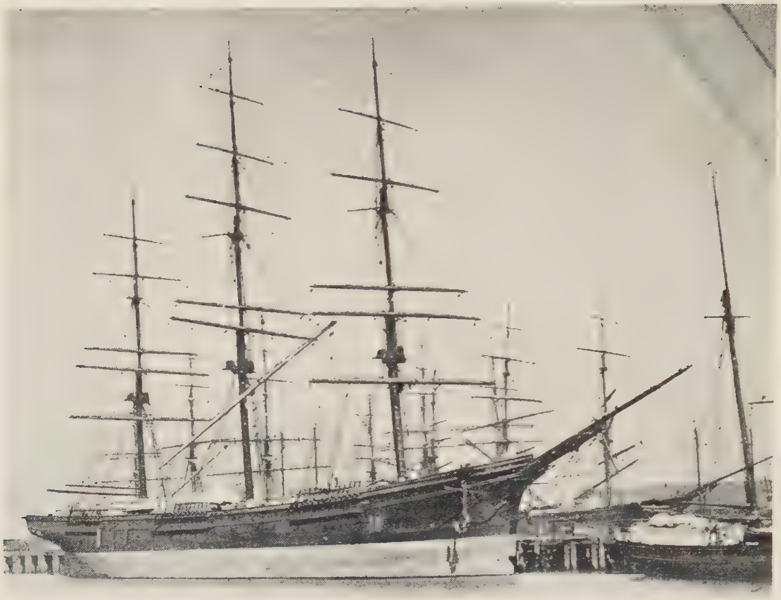
ELIZABETH

THE three skysail-yard ship *Elizabeth* was built at Newcastle, Maine, by Haggett & Co., mainly with capital subscribed by Searsport sea captains, active and retired, and their relatives. She hailed from Searsport and the three captains who were in command during her sea life were natives of that town. She was launched in October, 1882; was 231 feet, by 41:9, by 27:5, and registered 1773 tons. She was named after the wife of Capt. Phineas Pendleton, 3rd, her first master.

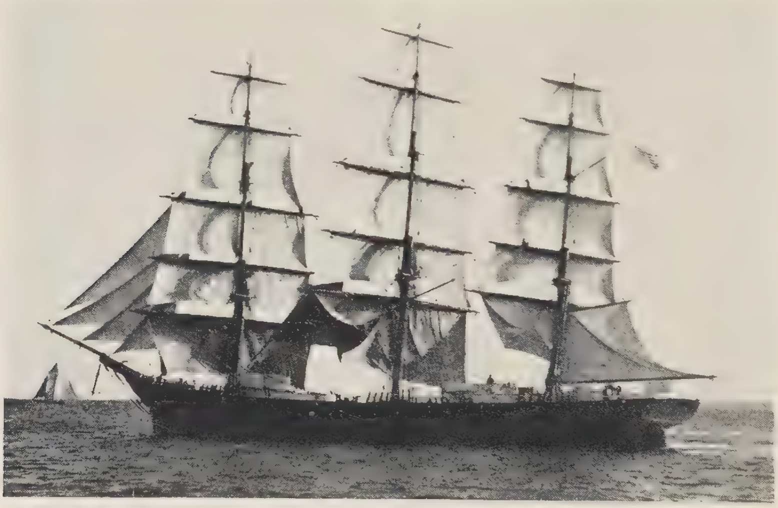
The maiden voyage of the *Elizabeth* was from New York to Japan-Seattle-San Francisco-Liverpool and back to New York and covered a period of 18 months. Thereafter all her voyages were to San Francisco, with general cargo from New York or coal from Liverpool, all returns being to England with wheat. Six of these round voyages were completed, the ship being lost at the close of the



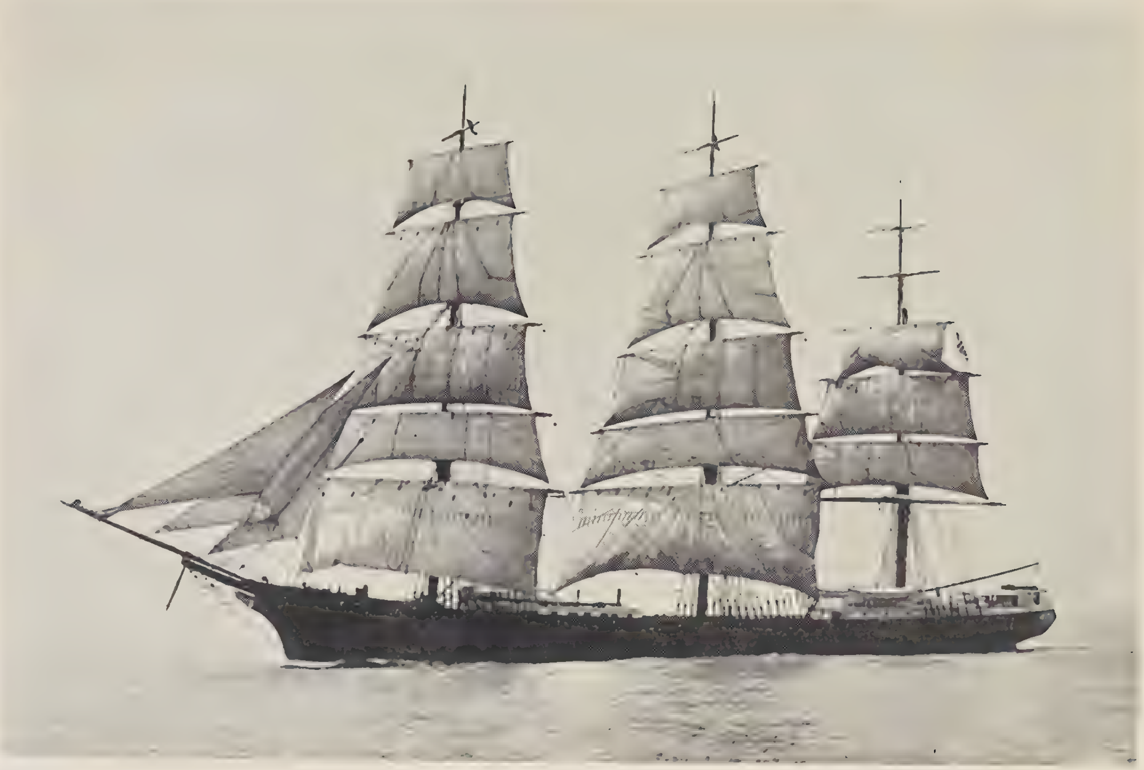
"ELDORADO," 1147 TONS, BUILT AT KENNEBUNK, MAINE, IN 1865
Photograph by courtesy Edward S. Clark



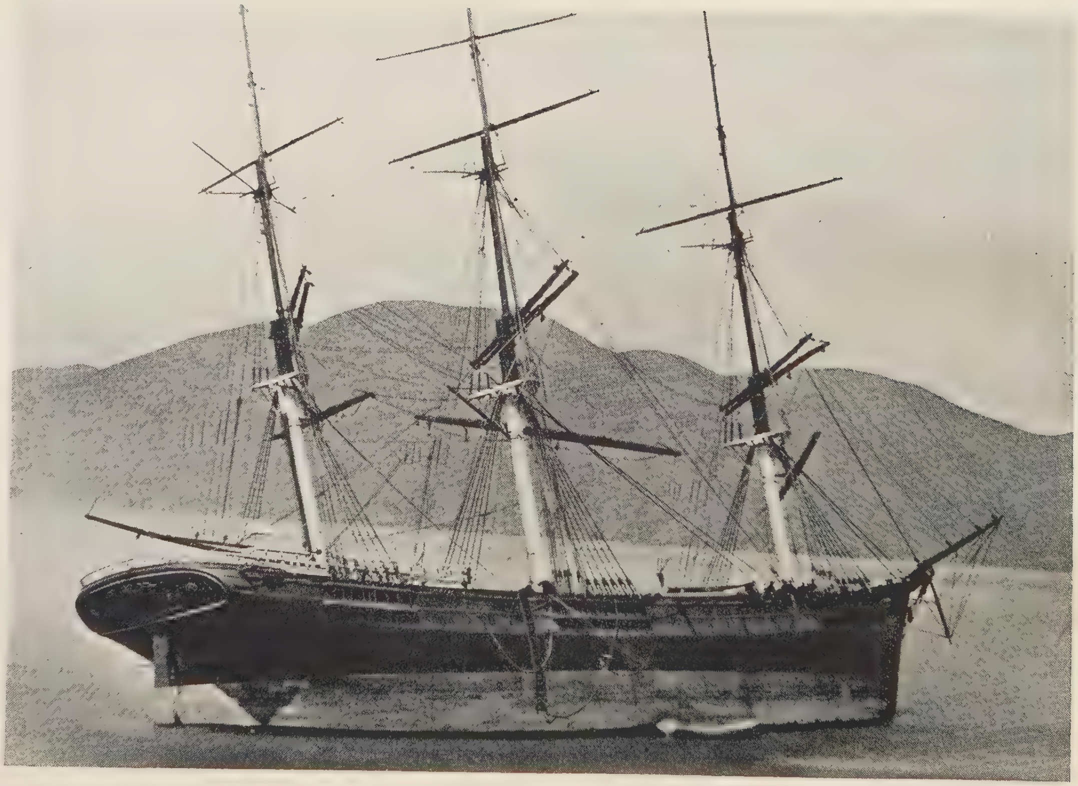
"ELIZA McNEIL," 1582 TONS, BUILT AT THOMASTON, MAINE, IN 1871
Showing her at a San Francisco wharf. Courtesy Geo. Wharton Rice



"ENOS SOULE," 1443 TONS, BUILT AT FREEPORT, MAINE, IN 1869



"FLORENCE," 1604 TONS, BUILT AT BATH, MAINE, IN 1877
Photograph by courtesy of Edward S. Clark



"FRANK JONES," 1453 TONS, BUILT AT PORTSMOUTH, N. H., IN 1874
Showing her wrecked on the south shore of the Golden Gate, San Francisco Harbor, March, 1877
Courtesy Fireman's Fund Insurance Co., San Francisco

outward passage of the seventh. As all of her departures from Atlantic ports, except the last one, had been taken during the unfavorable midsummer season her average of 133 days for the outward run may be considered as quite good. The fastest was 123 days and the slowest 138 days. From San Francisco to ports in England, her fastest was 97 days, slowest 123 days, and the average of all, 115 days.

Captain Pendleton made but one voyage in the *Elizabeth*, leaving her to take the new ship *Henry B. Hyde*, then the largest ship ever built in Maine. He was succeeded in the *Elizabeth* by Capt. James P. Butman, who, after making three round voyages, relinquished the command in favor of Capt. J. Herbert Colcord who was lost with the ship on his fourth voyage.

The uncertainties attendant upon the making of fast passages by ships of similar model, commanded by navigators equally competent, is well illustrated by the following incident. On Aug. 12, 1889, Captain Colcord left New York in the *Elizabeth*, bound for San Francisco, and when 12 days out came up with the ship *A. G. Ropes*, Captain Rivers, 29 days out from New York, also bound for the Golden Gate. A calm prevailing at the time, Captain Colcord paid Captain Rivers a visit aboard his ship, taking with him late files of New York papers, etc. During a fine dinner which followed, Captain Rivers expressed his pleasure in meeting Captain Colcord and the latter returned the compliment by expressing his regret that the *Ropes* had met with adverse weather and been unable to make better progress. Neither captain believed that the other was sincere and each knew how far he was wandering from the truth. The ships separated and luck changed. The *Ropes* arrived at San Francisco, on November 30th, after a passage of 127 days from New York and Captain Rivers first inquiries of the pilot, who boarded off the bar, were "Is the *Elizabeth* in?" He was told that she had not yet arrived and as day by day passed without her showing up, Captain Rivers began to take heart and feel that, after all, his passage might not be beaten by his rival. When the *Elizabeth* finally reached port, on December 27th, after a run of 137 days, each commander had learned that "He laughs best who laughs last."

On Feb. 21, 1891, the *Elizabeth* arrived at the entrance to San Francisco harbor and the following account of her loss is from the protest filed by her chief officer, Mr. W. C. Barclay.

"We arrived off San Francisco at 12:20 P.M., Feb. 21, 1891, and spoke the tug *Monarch* outside the bar. The master of the tug asked if we wanted a tow but went away without making a bargain. The tug *Alert* then came alongside and offered to tow us in. The ship proceeded into the harbor under sail until 2 P.M. when, about off Lime Point, nearly through the Golden Gate, the wind shifted, heading her off. The tug *Alert*, which had followed us in, offered to tow us for $50, which offer Captain Colcord accepted and the tug's heaving line was passed aboard. In hauling in the hawser the heaving line parted but we finally succeeded in getting the hawser aboard. As soon as the tug started ahead, the hawser parted and the ship commenced to drift in towards the shore. Backed the ship's head off by the sails and the tug came up again and wanted us to take his hawser on our quarter to tow the ship off stern first, as the Captain thought we were setting in shore. As the ship was paying off all right, Captain Colcord ordered the tug to pass the hawser to the bow and go ahead, which was done and we proceeded towards the city. Clewed up all sails and furled everything but the mainsail, foresail and jibs. The ship at this time was drifting steadily to leeward, there being a strong and increasing breeze and the tug being unable to make any headway. Braced the yards to the best advantage. At about 4 P.M. the ship struck heavily on the Four Fathom Bank or Potato Patch, the tug still towing and whistling for assistance. Soon after striking, the hawser broke or was cut away. Part of the ship's keel floated alongside and the ship commenced to leak badly. When the hawser parted, we set the lower foretopsail and foresail. Found that the rudder had been unshipped by the striking of the vessel. The tug *Reliance* now came to us and the *Alert* went away. Captain Colcord then ordered the second cutter launched to carry his wife and two children to the tug but she swamped under the counter with three men in her, they being picked up by the tug. The dingie was then launched with mate Barclay and two men who pulled off to the tug and asked her captain to come alongside the ship to take the captain's wife and children on board, but he said he could not do it as it was impossible for him to get alongside and that we would have to bring them off in the boat. We then returned to the ship and Captain Colcord persuaded his family to get in the boat. They were taken on board the *Reliance* and we again returned to the ship. By this time the *Active* had passed her hawser to the ship, she having worked over the bank. The Captain ordered the foresail and lower foretopsail cut away as it was impossible to furl them. Captain Colcord decided to get the ship into the harbor and beach her, if a suitable place could be found. A tug, supposed to be the *Reliance* tried to give us a line, but could not. This tug then made fast to the *Active* and towed ahead of her but the ship drifted steadily to leeward all the time, the wind having increased to a heavy gale. Captain Colcord then ordered mate Barclay to have the long boat turned over. Mr. Barclay went forward and seeing the ship was close in to the breakers, launched the boat at once, put three men in her and ordered the second mate and boatswain not to allow the boat to leave the ship until he returned to the master. Mr. Barclay then went aft to get the Captain, who had been injured in the side, to the boat but as he was going aft, the ship's stern struck and she swung around broadside to the beach, with heavy seas breaking over her, it being about 7 P.M. at the time. Captain Colcord was told that the boat was ready and that it was time to leave the ship. He at first demurred, saying he was too much hurt to help himself, but he was finally persuaded to make the attempt. While Mr. Barclay and one of the crew were assisting him along the main deck, a heavy sea came on board and injured him so that he died. Mr. Barclay then went forward and found that the boat with 13 men in her had left the ship and could not return, leaving 9, all told, on board. We secured ourselves as well as possible forward. About 8 P.M. the masts commenced to come down and the ship to break up, driving us out on the bowsprit. A heavy sea washed us overboard and only Mr. Barclay succeeded in reaching the shore alive. Four of the men from the longboat also got ashore. The tugs had disappeared in the darkness."

Of the 29 persons on the *Elizabeth,* 18 were lost. Those saved were Mrs. Colcord, her 17 year old daughter and 14 year old son, chief officer Barclay and seven seamen. The badly mulitated body of Captain Colcord was found on the beach the next day, being later embalmed and sent to Searsport for burial, it being accompanied by Mrs. Colcord and family. A set of resolutions of regret for the untimely death of the Captain, and expressing the high esteem in which he was held, was drawn up by the principal merchants of San Francisco, engrossed and framed and after being exhibited in the old Merchants' Exchange, was presented to the widow. Captain Colcord came from an old seafaring family, a master from 1874 in the ships *David Brown* and *William H. Connor*. Mate Barclay lost clothing and all his possessions and as a token of appreciation for the heroism he had displayed, a purse of $700 was made up for him by San Francisco shipping men and sea captains.

The location of the final stranding of the *Elizabeth* was Rocky Point, on the ocean shore about four miles north of Point Bonita. The wreck was so badly broken up that at auction sale the day after the disaster, the vessel brought only $200 and the cargo, which was a very valuable one, only $650. The managing owner of the ship at the time was B. F. Pendleton, of Searsport, and she was out 119 days from New York when lost.

This storm was the worst ever experienced off San Francisco. The wind developed hurricane force, the weather was thick with heavy rain squalls and a terrible sea was running, all from southeast. Captain Henry, of the life-saving service, was washed out of his lifeboat and drowned while it was being towed out past Point Bonita towards the *Elizabeth*. The tow boats attending the ship were constantly in danger of being swamped, the seas at times going clear over them. The large iron ship *Jessomene*, inward bound from Sydney, with pilot Dolliver in charge, nearly met the fate of the *Elizabeth*. With a fair wind she was sailing in when, in a second, it fell calm and then almost immediately began to blow a living gale from the southeast. Not being able to point high enough to clear the Four Fathom Bank, the ship struck several times and had to wear in the breakers. The crew was demoralized through watching the distressed *Elizabeth* and a show of force had to be made to compel them to obey orders. Not being able to carry sail enough to clear Point Reyes, she was brought to with both anchors, but commenced to drag and would have gone ashore had not some of her spars been cut away. Her anchors finally held but it was two days before tugs were able to rescue her from her perilous position.

ENOS SOULE

THE ship *Enos Soule* was built by Enos C. Soule at Freeport, Maine, and was launched in November, 1869. She was 198:4 feet, by 38, by 26:9 feet, and registered 1443 tons, being the largest vessel thus far turned out by the Soule shipyard since its establishment 30 years previously by Capt. Enos Soule, Sr., and his brothers, Capt. Clement H. and Henchman S. Soule. Years previously Capt. Enos Soule, Sr., had been a shipmaster and during the War of 1812 had been captured by the British and confined on one of their prison ships and also at Dartmoor, undergoing great hardships. At his death in 1869 he was the surviving member of the firm of Soule Brothers, shipbuilders, and the business then passed into the hands of his son, Enos C. Soule. The latter had been in charge of operations for a number of years and before that had been a shipmaster, commanding the ship *Lydia*, built in 1846, and the ship *Tam O'Shanter*, built in 1850, both of which were products of the Soule yard. Capt. Enos C. Soule died in January, 1894, at his home in Newton, Mass., a suburb of Boston, at the age of 74 years. He had moved there from Freeport, after building his last ship, the *Paramita*, in 1879, but continued the management of his large fleet of first-class ships until his death. The ship *Enos Soule* was the first vessel he launched on his own account and was named in honor of his father.

Between 1873 and 1877 the *Enos Soule* made several voyages to South America or the Pacific Islands, returning home with guano. Otherwise, from her first voyage in 1870 until 1890, she was engaged in trade with San Francisco making, in all, nine passages to that port from the Atlantic and generally taking back wheat to Liverpool.

In October, 1884, she arrived at New York from San Francisco and leaving there two months later went back to San Francisco and then in order, to Puget Sound, Callao, Tacoma, Sydney, Newcastle, N. S. W., Hong Kong, San Francisco, Tacoma, Buenos Ayres and Baltimore. The whole time occupied on this itinerary was three years, two months. None of her passages were fast but the average very fair and she was considered a successful ship.

On her last voyage from the Pacific Coast the *Enos Soule* arrived at New York in March, 1889, and was then re-rigged as a bark and operated on shorter voyages. In 1894 she was run down in New York harbor by the German steamship *Aller* and sunk. Later she was raised, sold, and then converted into a coal barge and under the ownership of John Scully was towed along the Atlantic Coast for a number of years.

While the *Soule* was employed on long voyages she was commanded by Capt. Horace B. Soule, brother of Enos C., and by Capt. Claude M. Lawrence, both of whom, at times, commanded other Soule ships including the *Paramita* and the *Tam O'Shanter* of 1875.

The barge *Enos Soule* struck on Brigantine Shoals, New Jersey, May 12, 1914, and became a total loss. Her crew of four men were saved.

ERIC THE RED

THE fine ship *Eric the Red*, built and owned by E. & A. Sewall, of Bath, was launched during the summer of 1871. She was 199 feet long, by 41, by 27 feet, and registered 1580 tons. Capt. Joseph Small, who was later master of the ill-fated ship *Thomas M. Reed* (1), was appointed to command her.

Eric the Red was engaged in the coal trade nearly all her career. Between 1873 and 1877 she took four such cargoes from Liverpool to San Francisco, returning thence with wheat. The outward passages were made in 126, 111, 144, and 149 days respectively and the returns in 137, 142, 141, and 128 days. The last round voyage she completed was from Philadelphia, in July, 1877, to Pichilinque, West Coast of Mexico, thence to the guano deposits, Antwerp and New York.

On June 10, 1880, the *Eric* sailed from New York for Melbourne with a mixed cargo of kerosene, tobacco, canned fruit, hardware, agricultural implements, etc., for the Exposition. All went well until the light on Cape Otway was sighted at one o'clock in the morning of September 4th, the ship then being 85 days out. The weather was hazy and when the ship was judged to be fully six miles offshore, with ample sea room assured, she suddenly struck on a reef while under full sail and remained fast, amidships. Almost immediately a huge roller came aboard, broke her back and carried away the mainmast. The fore part of the ship, with the foremast and the forward house on which were three men, slid off at once into deep water. The long boat, badly damaged, floated off, and Captain Allen and others who had managed to get into it, were obliged to bail for their lives. Some of the crew were clinging to the mizzenmast when it was swept from the wreck. Within 15 minutes after the ship had struck the reef she had entirely broken up. The carpenter, steward, one seaman and one passenger were drowned. Among those saved was a son of one of the owners of the ship, who was a passenger. The survivors were picked up by a steamer. Some of the cargo was washed ashore and salved.

While the *Eric the Red* was at Liverpool, in February, 1874, Captain Small relinquished command in favor of Capt. David B. Oliver who had just made port in the ship *Edward O'Brien* (1). Captain Small relieved Captain Oliver at San Francisco, in November, 1875, turning the ship over to Capt. Zaccheus Allen, after arriving at Liverpool. Captain Allen, later well known as master of the *Benjamin F. Packard*, continued in the *Eric* during the remainder of her sea life.

FLORENCE

THE ship Florence was built by Goss & Sawyer, at Bath, Maine, for Charles Davenport & Co., and was launched in October, 1877. She was 223 feet, by 41, by 26 feet, and registered 1604 tons. She was named after the daughter of her first commander, Capt. John R. Kelley, and for a figurehead had a fine life-size image of the young lady. She was built specially for the California trade and practically her whole career was spent therein. She had the name of being an excellent heavy weather ship and met with but few mishaps during the course of her voyages. In 1896 she passed through a hurricane near Mauritius, losing a number of sails, but after making a gallant fight with the elements she got clear with but other small damage.

On her maiden voyage the *Florence* left Bath, Nov. 19, 1877, and ran down to Hampton Roads in 68 hours; thence crossed from Norfolk to Liverpool in 16 days, and from that port went to New York in 29 days, being exactly five months on the round. Left New York, April 20, 1878, and was 106 days to San Francisco, making the run from 50° south, Pacific, to the Line, in 15 days, and 13 days later being 670 miles from the Golden Gate, which performances are believed to be record runs. To cover this remaining 670 miles, however, took 15 days in the face of light and variable winds and calms, with fog close to the coast. From San Francisco she went to Liverpool in 104 days and four hours. This series of fast passages established the reputation of the *Florence* as a ship of good sailing ability which was thereafter consistently sustained.

The following five voyages of the *Florence* were made with Capt. R. L. Leonard in command and averaged 132 days from Atlantic ports to San Francisco and 120 days on the return eastward. The shortest was 130 going out and 108 days going back.

Capt. F. C. Duncan then took command January, 1885, and was continuously in the ship as master until she was sold on the Pacific Coast in September, 1898. During this period Captain Duncan made nine passages from Atlantic ports to San Francisco, the average of which is 132 days; 112 days, the fastest; 153 days, the slowest. In this latter instance nothing but light, variable or contrary winds were experienced excepting a spell of heavy weather lasting three weeks, off Cape Horn. The average of return runs, one of which was from Tacoma, is 123 days; the shortest being 113 days to Liverpool and 116 days to New York; the longest was 132 days to Liverpool. On her voyage in 1887-1888 she was 125 days to Liverpool; discharged, caulked, coppered, loaded a full cargo of coal and went back to San Francisco in 112 days, being but eight months, 18 days on the round, including all detentions. In 1880 she took a cargo of wheat from San Francisco to Rio de Janeiro in 73 days, thence going to Baltimore in 40 days. In 1888-1889 she went to Sydney from San Francisco in 45 days; took coal to San Diego, Cal., in 68 days and from there was 20 days to Tacoma. Leaving New York in September, 1895, she was 107 days to Anjer; discharged cargo at two ports in Java; went to Manila and New York, being 97 days from Anjer home, on the latter passage. The following voyage was from New York to Sydney in 104 days; Newcastle to Manila, 40 days, said at the time to be a record fast run; Manila to Philadelphia, on which passage she was 91 days from Anjer. From Philadelphia she went out to San Francisco on her last Cape Horn voyage and arrived in August, 1898, 132 days on the run. Soon thereafter she was sold to William E. Mighell for $35,000.

During the two months between March 22 and May 22, 1893, the *Florence* and eight other first-class ships left New York for San Francisco. The passage of the *Florence*, 130 days, was 11 days shorter than that of her nearest rival, the *Baring Brothers*, which had sailed in company; 16 days shorter than her next nearest, the *Joseph B. Thomas*; and shorter than the other six ships by from 22 to 49 days. One of the fleet was the *Shenandoah* and when the *Florence* was getting away, Capt. "Jim" Murphy boasted that although his ship would not sail until two weeks later, yet he would be at the wharf at San Francisco with a fender to assist the *Florence* in docking. A few days later the "New York Sun" stated that a bet of $500 was up between the masters of the *Florence, Baring Brothers* and *Shenandoah.* When Captain Murphy reached San Francisco and found his ship beaten 22 days by the *Florence* and 11 days by the *Baring Brothers* he was so chagrined that he would hardly speak to Captain Duncan for a time. Captain Duncan knew nothing about the alleged wager until letters from home contained congratulations for his winning the so-called "race."

The fastest time made over the different sections of the coast-to-coast voyages of the *Florence*, while commanded by Captain Duncan, were: westbound runs; port to the Line, 22 days; Line to 50° south, 25 days; 50° to 50°, 13 days; 50° south, Pacific, to the Line, 22 days; Line to San Francisco, 19 days. On the eastbound runs the figures are: 18, 20, 10, 21 and 28 days.

The foregoing is a resumé of all the voyages made by the *Florence* prior to her sale to William E. Mighell of San Francisco. Thereafter she was operated in the lumber and coal trades between Puget Sound and Australia or Honolulu, at first under command of Capt. Cyrus Ryder. On his retiring from active sea duty to become Marine Superintendent for the California Shipping Company, of which Mr. Mighell was the promoter, the command of the *Florence* was given to Mr. Spicer, who had been her chief mate. Early in December, 1902, the ship left Tacoma, coal laden, for Honolulu and was never thereafter heard of. A series of terrific storms prevailed after she had passed out by Cape Flattery and the opinion was expressed that she foundered through the working loose of the ports fitted into her stern at the flare of the counter, for loading lumber. A year or so later a life preserver was found washed up on the beach at Vancouver Island.

Capt. John R. Kelley, the first master of the *Florence*, was one of the best known and most competent merchant navigators of this country. His last command was the ship *Tacoma*, he thereafter devoting his attention to the management of his vessel property, among his holdings being a fine, large ship named after him. He died in Bath in 1901.

Capt. R. L. Leonard was a native of Woolwich, Maine, and succeeded Capt. John R. Kelley in the ship *Nimbus*, in 1875, being in command when she was lost two years later on the Columbia River bar. He then succeeded Captain Kelley in the *Florence* and on leaving her took the *Charles E. Moody*, which was managed and largely owned by Captain Kelley. After serving 14 years in that ship, Captain Leonard was employed on the pier of the American-Hawaiian Steamship Company at Brooklyn and eventually passed away at Sailors Snug Harbor.

In October, 1883, when the *Florence* was 10 days out from Baltimore, bound for San Francisco, she was in collision with the Austrian bark *Agar*, from New York for Lisbon, which sunk the next morning. Captain Leonard succeeded in rescuing the bark's company and later transferred them to the British ship *County of Forfar*, bound to Dundee from Calcutta. On a voyage from Liverpool to San Francisco in 1881, the *Florence* fell in with the British bark *Madeira*, dismasted in a cyclone in the North Pacific. Two vessels had previously sighted the distressed bark without offering succor but when Captain Leonard sighted her eight days after the disaster, he at once had his ship hove to, boarded the bark and rendered her such assistance as enabled her to reach San Francisco. The unselfish and noble conduct displayed by Captain Leonard and his crew was the subject of much favorable comment and later was suitably rewarded.

Capt. F. C. Duncan was a native of Bath, Maine, and was born in March, 1847. He made his first voyage as "boy" in the ship *St. Helena* in 1859 and two years later was an A.B. in the ship *Marcia C. Day*. In 1862-1863 he was a third mate in different ships and then entered the U. S. Navy as acting master's mate, his age, 17, making him the youngest commissioned officer in the service. He was in the *Brooklyn* in the battle of Mobile Bay and was mentioned for gallantry in action. He also served in the *Owasco*.

At the close of the Civil War, young Duncan joined the new ship *Kate Davenport* and was in her as mate and master for seven years. He was then for a time a deputy shipping commissioner at New York but the call of Old Ocean proved to be too strong to be resisted and he took command of the *Florence*. The Captain was accompanied by his wife and family on most of his voyages and in the cabin of the *Florence*, five children were reared and educated, two sons having been born on board the ship in San Francisco Bay. Captain Duncan and his children are still living, the Captain now in his 82nd year, one of the few remaining deep-water shipmasters. He was a gentleman seafarer of the old New England school; a business man as well as navigator; cultured and refined and always awake to the dignity of his calling; a type which had become practically non-existent towards the latter days of his active career. He never used profanity nor would he allow his mates to do so, although, of course, they did break out at times from force of habit. No mate was allowed to strike a man except in self-defense and all rebellions against authority were brought to the master to settle. With the crews that were obtainable, particularly in the latter days, force was necessary at times to maintain discipline but it was dealt out justly. As to appearances, Captain Duncan was always attired as a gentleman passenger might have been and had a pride in his personal appearance that has never left him. As far as professional attainments go, a long record free from black marks, is written after his name.

As the captain of the *Kate Davenport*, bound into Calcutta, young Duncan found no tug at the mouth of the Hoogli River. Much to the wonderment of shipping people, he sailed his ship up to the city, a feat said at the time not to have been hitherto accomplished since the days of the old East Indiamen, which ships were smaller by far.

Captain Duncan's passage from Anjer to Manila, with stops at Tegal and Seourabaya, was particularly hard. In order to avoid the unfavorable monsoon then prevailing, the *Florence* was worked up through the Celebes Sea and all the multitudinous straits and passages, carrying on by night the same as by day, with almost no lights to go by and with charts out of date and unreliable, although the best obtainable. For 40 days and nights Captain Duncan slept in a deck chair for only two hours at a time. There was always land close aboard, the reflection from which on calm nights was so perfect that distance was a problem almost unsolvable. There was no let down, no easy spots to rest up in.

On coming into Manila Bay, Captain Duncan found a large fleet at anchor. His ship had a fine working breeze and the Captain, from his post on the after house, picked out a desirable berth well down in the midst of the shipping, to reach which meant threading a way through the whole assembly. With royals and skysails off her, the *Florence* swept past them all and then, with the well-trained crew at their stations, she was swung around on her heel and ran up into the wind with such nicely calculated precision that she lost way just at the selected spot, close beside a large British cruiser, whose captain, as he paced his bridge, paid tribute with a bow and a sweep of his cap.

FOREST BELLE

THE bark *Forest Belle* was a fine vessel of about 1300 tons register, built by Goss & Sawyer at Bath, Maine, launched June 11, 1877. She was owned by her builders and parties in Portland, Oregon, and was intended for the trade between that place and Hong Kong. Capt Allen Noyes of Searsport, Maine, was appointed commander.

The maiden passage of the *Forest Belle* was from Bangor, Maine, to Liverpool, with deals. Later, she proceeded to Cardiff and loaded coal for Hong Kong but never completed the passage, striking a rock near the island of Formosa and becoming a total loss.

Captain Noyes had previously commanded the barks *Mary Goodell*, *Garibaldi* and *Alden Besse* and had long been engaged in the trade for which the *Forest Belle* had been built. Following the loss of his new vessel, the Captain retired from sea life and made his home in Portland, Oregon, where he died Jan. 7, 1890. He was an elder brother of Capt. Cyrus Noyes, who also spent many years in the same trade, latterly in the well-known bark *Coloma.*

Another bark named *Forest Belle* had been built in Orland, Maine, in 1857, she being a small vessel of 370 tons register. This *Forest Belle* later traded for many years along the China Coast and by a curious coincidence was burned at sea off the coast of Formosa, at approximately the same time the larger *Forest Belle* was lost.

FRANK F. CURLING

THE ship *Frank F. Curling*, named after the captain who was to command her, was built by Edward O'Brien, at Thomaston, Maine, and was launched Oct. 28, 1878. She was 245 feet long, by 30 feet depth of hold, registered 2200 tons, and at the time was the largest ship built in Thomaston. Captain Curling owned an eighth interest and Mr. O'Brien seven-eighths.

On her maiden voyage the *Curling* took a cargo of cotton from Mobile to Liverpool and there loaded 2600 tons of coal for San Francisco. Leaving Liverpool, April 5, 1879, all went well until June 1st when the ship was near the Falkland Islands and narrowly escaped going ashore during the prevalence of a very heavy gale. Bad weather continued without abatement and on June 23rd the cargo started to shift. The chief mate had been sick for some time and unable to attend to duty; the second mate, brother of the captain, was below and according to all reports the third mate was the only officer to handle the situation and attempt to save the ship. She, now on beam ends, was laboring heavily and orders were given to cut away the mizzenmast. This in its fall tore up the decks badly and much water got below. Efforts were made to stop the apertures with bedding but the port bulwarks having been carried away from the fore rigging to the poop these were not successful. On June 28th when the ship was in latitude 58° south, longitude 73° west, a sail was seen which bore down and proved to be the ship *John De Costa*, bound from Rio de Janeiro, in ballast, to San Francisco. This ship was successful in rescuing Captain Curling, his wife and small child, the steward and his wife, and 23 others belonging to the now fast sinking *Curling*. Most of her crew were obliged to jump overboard to get to the *De Costa's* boats and one seaman was drowned in the attempt. The *John De Costa* arrived at San Francisco on September 9th and the following day the ship *St. Paul* made port with nine of the *Curling* seamen who had been transferred to her at sea.

Captain Curling was the son of Capt. Stephen Curling of Thomaston, and had been brought up in the ship *William A. Campbell* of which his father was master and whom he later succeeded. Following the loss of the *Frank F. Curling* he made a voyage in the *Harvey Mills* and then took command of the ship *Joseph S. Spinney*, a well-known California trader owned by Edward O'Brien. In October, 1892, he abandoned this ship off the California coast his action on the occasion being very severely criticized. He never thereafter went to sea but retired to live in Thomaston and died there.

FRANK JONES

THE ship *Frank Jones*, named after a prominent citizen of Portsmouth, N. H., was built at that place in 1874, by Daniel Marcy, on his own account. She was 1453 tons register, a first-class ship in every way and very strongly built. To show the English and French Lloyds the thorough methods in vogue in American shipyards and in an endeavor to have them give American ships their just dues in classification, photographs of master builder G. B. W. Jackson's drawings of the ship's plans and specifications were sent to Europe, resulting in the *Jones* being assigned the highest rate for wooden ships. Mr. Marcy soon thereafter started construction of a new ship similar in model and construction to the *Frank Jones* and this vessel, on completion, was named the *William H. Marcy*.

The career of the *Frank Jones* was very short, she only completing two round voyages before being lost. Her command was given to Capt. William Ross, Jr., who twice took his ship over the triangular course from New York to San Francisco, thence to Liverpool and then back to New York. Capt. James N. Nickels then succeeded and went out to San Francisco in 126 days, making port on March 6, 1877.

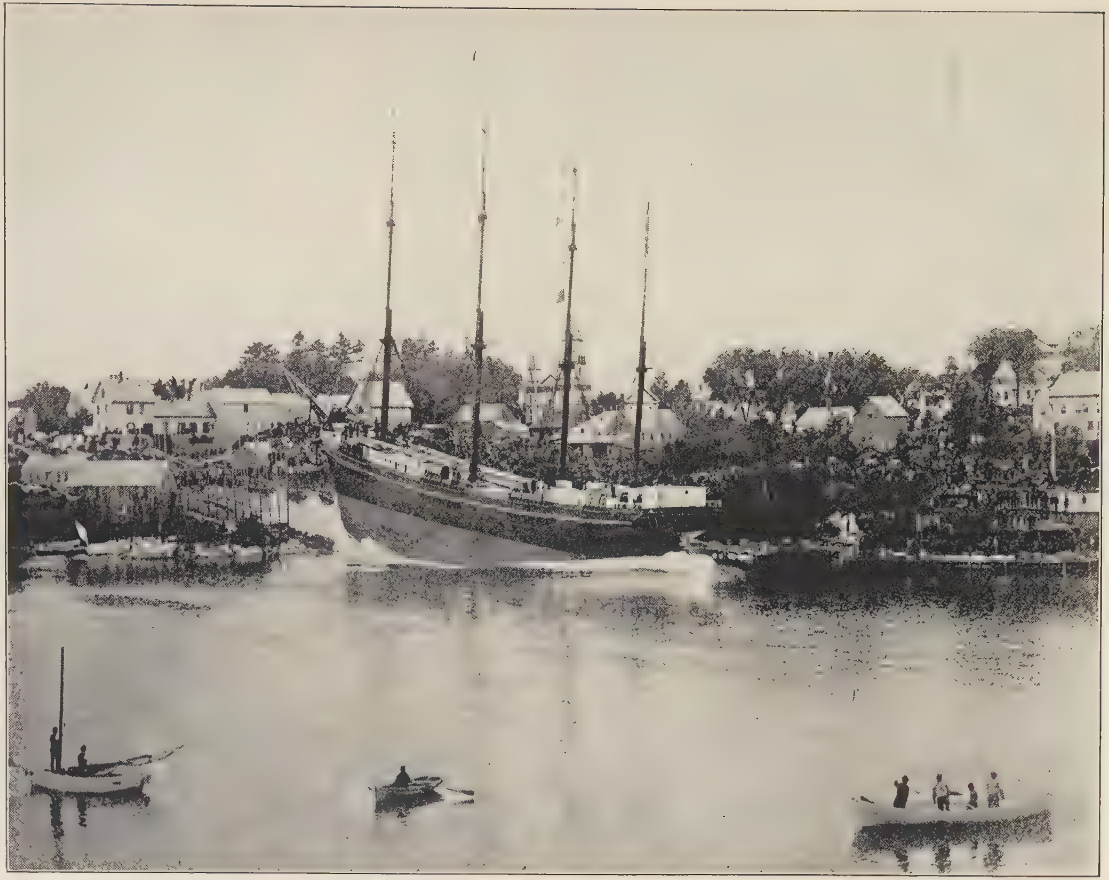
On March 30, 1877, the *Jones* left the Bay, in ballast, for Manila, to load for home, in tow of the powerful tug *Monarch*. A fresh gale was blowing when she passed through the narrows abreast of Fort Point and shortly thereafter the towing hawser parted. Captain Nickels immediately set his fore and aft sails in an effort to sheer offshore but the tug again came up and a second hawser was gotten to the ship. This, however, also parted and there being now no other alternative, the ship's two anchors were let go. They failed to bring the vessel up and she drifted towards the south shore of the Golden Gate, struck and forged over some submerged rocks and brought up among scattered rocks on a sandy beach, nearly upright. Her bottom was found to be badly holed and the next day she was sold by auction, bringing the small sum of $4,750, although her estimated value the day before had been $75,000.

Her purchasers had her immediately stripped of stores, sails, spars, etc., and later went to considerable expense in an attempt to stop the holes in the hull through which the tide ebbed and flowed. A steam pump was installed and on several occasions three tugs working together, attempted to pull the ship off but all efforts proved futile. After six weeks of hard work under the most favorable conditions of wind and weather, all operations were discontinued and the wreck was again sold, this time bringing only $700. Later it was dismantled.

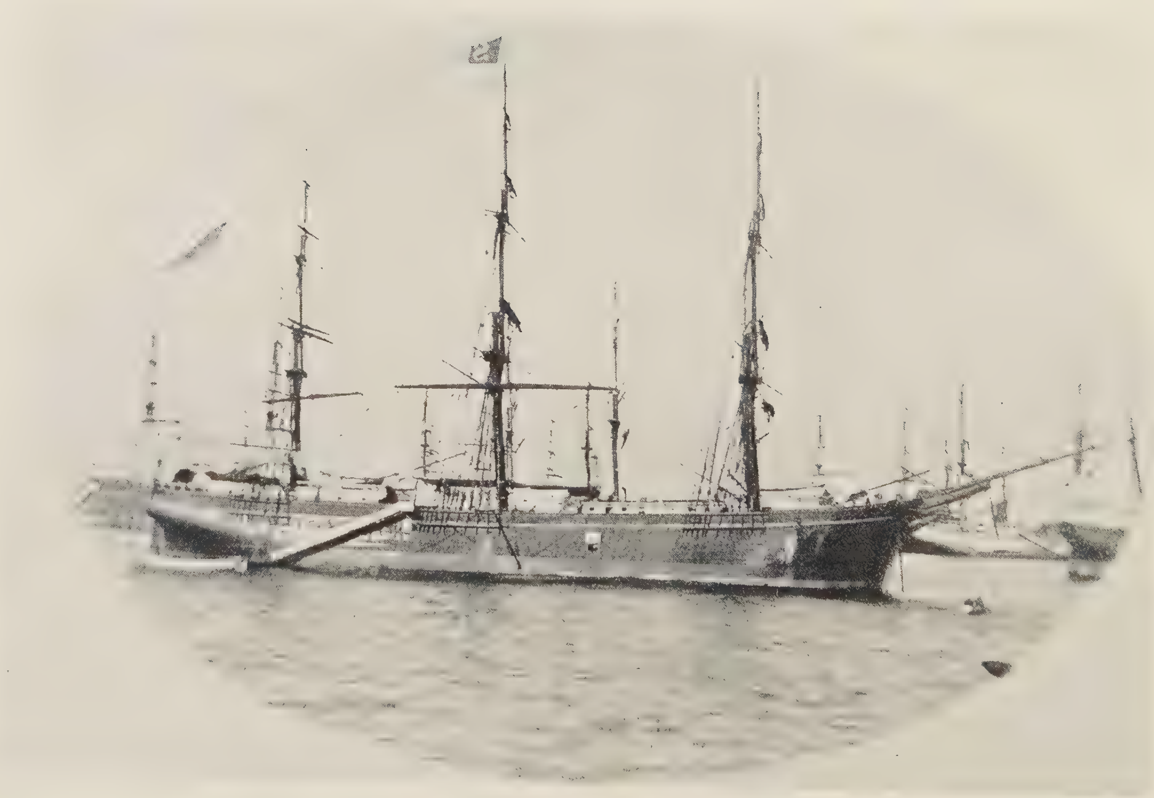
Considerable controversy arose as to the cause of the disaster, charges being made that the action of the towboat in taking the ship close to the south shore was ill-advised but this was refuted, the counter claim being made that both the parted towing-hawsers belonged to the ship and were defective or of insufficient strength. Actual responsibility was never determined but insurance companies suffered to the extent of $63,000.

Capt. William Ross, Jr., the first master of the *Jones*, had previously been in command of the ship *Daniel Marcy*, named after the builder and owner of both vessels. He later took the fine ship *Granite State*, built for Mr. Marcy, in 1877, at Kittery, Maine, having supervised her construction and owning a substantial interest in her. After serving a number of years in this ship, of which latterly he had been managing owner, the Captain retired from sea life.

Capt. James N. Nickels of Searsport, originally commanded brigs and barks belonging to that place and also the ship *Oneida*. After the loss of the *Frank Jones* he had the bark *T. F. Whitton* which was lost on the coast of Cornwall, in February, 1881, while bound from the Columbia River to Falmouth, for orders. Captain Nickels then took

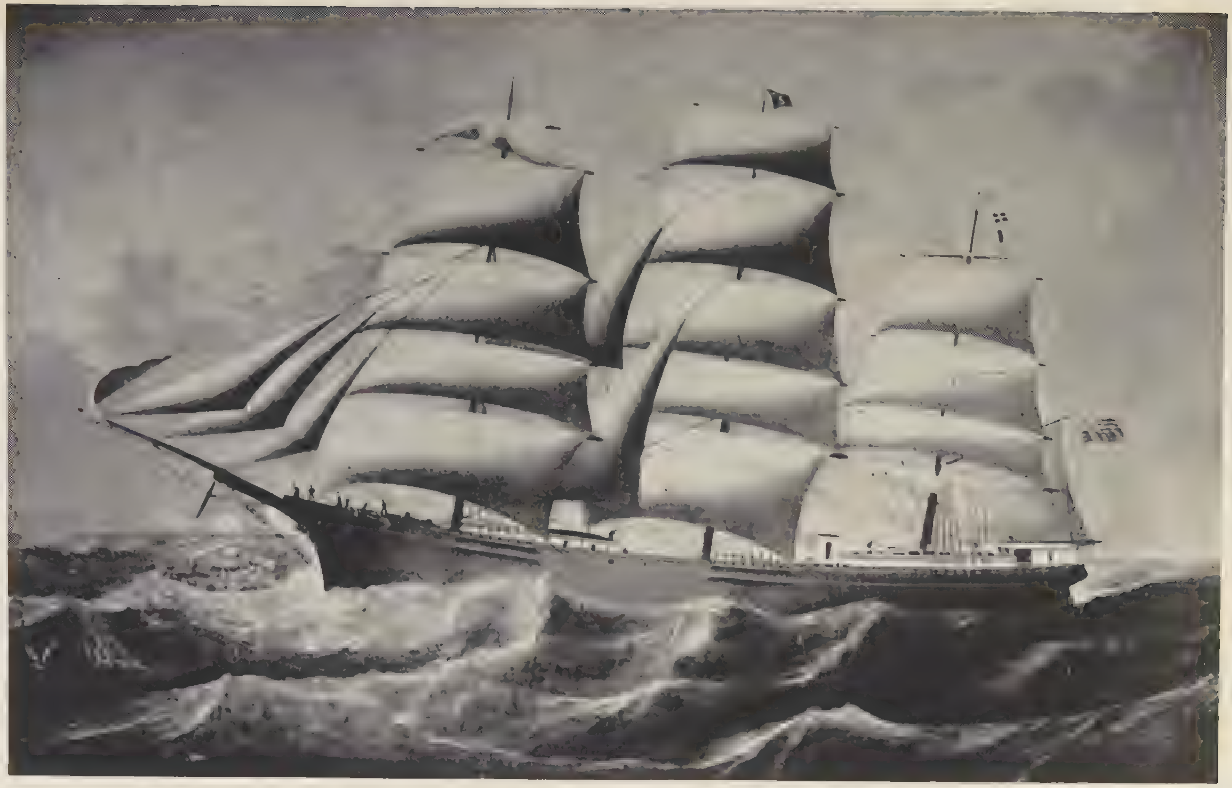


"FREDERICK BILLINGS," 2497 TONS, BUILT AT ROCKPORT, MAINE, IN 1885

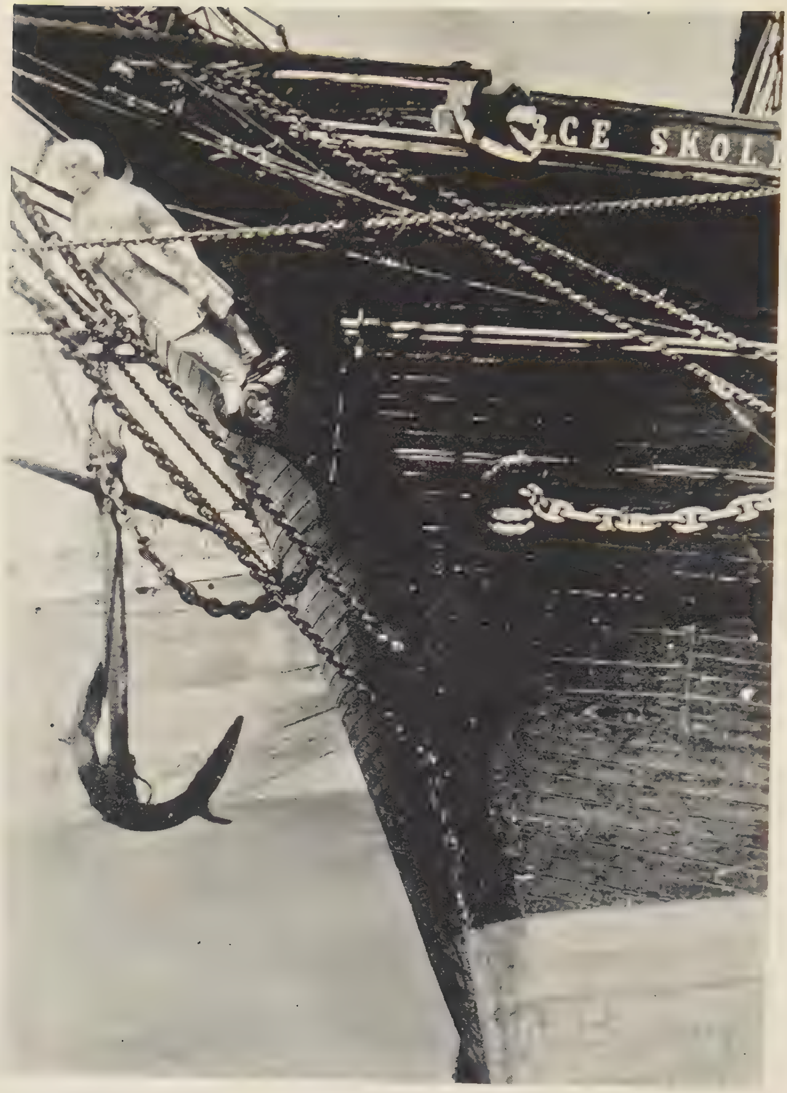


"FREEMAN CLARK," 1336 TONS, BUILT AT BATH, MAINE, IN 1865

Photograph by courtesy Edward S. Clark



"GEORGE SKOLFIELD," 1276 TONS, BUILT AT BRUNSWICK, MAINE, IN 1870
Photograph by George E. Noyes, Newburyport



"GEORGE SKOLFIELD," 1276 TONS, BUILT AT BRUNSWICK, MAINE, IN 1870
From a photograph made Sept. 16, 1900, in San Francisco
Courtesy Edward S. Clark

the ship *Alameda* and was her master until 1887 when he retired from sea life.

FREDERICK BILLINGS

THE four-masted bark *Frederick Billings* was launched from the shipyard of Carleton, Norwood & Co., Rockport, Maine, in August, 1885, Pascal & Son, master builders for that firm, having had charge of her construction. She was 278 feet, by 44:9, by 29 feet; registered tonnage, 2497; capacity, 4100 tons, dead weight cargo. She had three sets of double topgallant yards and three skysail yards; her royal masts were fidded. The mainmast was 90 feet long and its truck was 180 feet above the deck. There were 820 yards of canvas in the main course and 160 yards in the main skysail, their respective yards being 90 and 40 feet long. She followed the *Ocean King* as the second four-masted square-rigger to be built in this country after the *Great Republic*, and was as strong a vessel as it was possible to construct of wood, the best obtainable. Her principal owners were Carleton, Norwood & Co., they being her managers.

The *Billings* was built for the California trade and she was advertised to load at New York for San Francisco on her maiden voyage, but a better charter, for case oil to Japan, presenting itself she was diverted in that direction. She did, however, cross to San Francisco in continuation of this voyage, arriving in June, 1886, 29 days from Kobe, in ballast, and then took wheat to Havre in 112 days. Her subsequent voyages were as follows:

Cardiff to San Francisco, 126 days; San Francisco to Liverpool, 123 days; Liverpool to San Francisco, 122 days; San Francisco to Havre, 117 days; New York to San Francisco, 145 days; San Francisco to Liverpool, 132 days; New York to San Francisco, 135 days; San Francisco to Havre, 115 days; New York to San Francisco, 135 days.

In 1888 she made a voyage to Seattle from San Francisco, returning with coal, the round occupying 38 days.

Following her last arrival at San Francisco, which was in April, 1893, from New York, the *Billings* was chartered for nitrate from the West Coast to Hampton Roads, for orders. On July 29th she had taken aboard 3800 tons in eight working days, the quickest dispatch received by any ship at Pisagua up to that date, and was to have sailed the following morning. At 9 o'clock P.M., while Captain Williams was in his cabin writing up his accounts, the watch on deck reported a fire on board, forward. Almost immediately a series of terrific explosions followed, the decks and sides of the ship being blown up or out. Twenty minutes after the alarm was given there was nothing left of the vessel but a mass of floating wreckage. Some of the crew had been obliged to jump overboard but all hands were saved, mostly by boats from nearby vessels. A consular investigation failed to establish the truth of a report that the crew were responsible for the fire, although it was claimed that they had received harsh treatment on the passage from San Francisco and also that, while the ship was loading, many had been prevented from deserting only by the alertness of the boatswain who had been told off as night watchman. Chief mate Edward Meady, of Yarmouth, Maine, was the last officer to leave the burning ship. He had navigated her to San Francisco on her last passage from New York, after the death of Capt. W. H. Freeman, who was temporarily relieving Captain Williams. The only woman aboard the *Billings* when she was destroyed was Mrs. Meady, who was acting as stewardess. Mr. Meady was a thoroughly competent and efficient seaman and while a strict disciplinarian, was withal a humane man and well liked by his crews.

Capt. Isaac W. Sherman, of Camden, Maine, the first master of the *Frederick Billings* was continuously in command, except for one passage, until 1890 when he sold his interest and retired from the sea. As a boy he started seafaring in a vessel of his father, going as cook. In 1843 he became Captain Sherman of the coasting schooner *Brilliant*, 118 tons. From 1856 he was chiefly in the East India trade and was master of the *Highlander*, which was burned by the *Alabama*, in 1863, and also of the ships *Art Union*, *Bennington*, *Success*, *Joseph Clark* and *Reaper*, being in the last named four years before taking the *Frederick Billings*. He had the *Billings* on her long voyage of 145 days to San Francisco, in 1889, and called it the most trying passage he ever made. From latitude 21° south, Atlantic, to 52° south, Pacific, the weather was very bad, with winds for 55 days continuously from S.S.W. and S.W. Prior to leaving New York the ship had crossed from Havre in a very hard run of 31 days, bringing with her the French pilot. Soon after leaving Havre, a series of gales of hurricane force were encountered and the ship passed through much floating wreckage, her own safety being at times almost despaired of. The *Billings*, however, rode out everything and made New York undamaged.

During his 47 years as master, Captain Sherman never lost a vessel; never had a protest for damage nor had he to put into a port for supplies. In 1888 he achieved fame, in a political way, by being elected a State Senator from Knox County, Maine, polling some 500 more votes than his opponent, Capt. George T. Harkness, formerly master of the ship *William H. Macy*, although the latter was thought to have much the better prospects of winning.

Except for two voyages made by Capt. Everett Staples and Capt. W. H. Freeman relieving the only commander of the *Frederick Billings*, other than Captain Sherman, was Capt. Herbert H. Williams, well known as the former master of the ship *St. Paul.* Captain Williams bought into the *Billings* while she was at Liverpool, in May, 1890, and his second passage to San Francisco was an eventful one. The ship left New York, Oct. 31, 1891, and had variable winds until November 6th, when, in latitude 34° north, the weather looking quite squally, the order was given to clew up the royals. There were three men on the fore royal yard and three on the main royal, when a squall struck the ship. The starboard martingale backstay gave way, causing the immediate breaking off of the jibboom at the cap, and of the fore- and maintopmasts at the eyes of the rigging, they coming down with a crash. One of the men aloft caught hold of some rigging and escaped with a few bruises. The other five were never seen again and as there was a heavy sea running and the ship was unmanageable, nothing could be done to save them. After the squall had passed, the wreckage was cut away and Captain Williams determined to continue on the voyage, although under very trying circumstances. He knew he could rely on the full coöperation of chief mate, Mr. Edward Meady.

When Captain Williams took the *Billings*, the first thing he did was to have installed a fine engine for hoisting work and this was found to have been most fortunate, as the engine soon paid for itself many times over; in fact, but for it being aboard, the ship would have been obliged to put into some port to refit. By working night and day a maintopmast was made over and was sent up just one week after the accident. Two days later a maintopgallant mast was sent up and work was started on a foretopmast. By the time latitude 20° south, was reached, the ship could set fore and main skysails and looked as if nothing had happened, although all the new spars, except the maintopmast, had to be made out of spare material. The ship had crossed the Line when 33 days out; had fallen to leeward off Cape St. Roque and lost a week beating around; was 17 days getting around Cape Horn, off which a seaman was killed by falling from aloft to the deck. The remainder of the passage was uneventful.

After arrival at San Francisco, Captain Williams was arrested for alleged cruelty to seamen but the charges were shown to be trumped up and the case was unceremoniously dismissed. The *Billings* had made port in first-class condition, not a dollar's worth of repairs being necessary and Captain Williams was presented by the Board of Underwriters with a check for a substantial sum. In addition a set of resolutions was drawn up by the Chamber of Commerce in which the Captain was highly commended for the energy, ability and seamanship he displayed in handling his dismasted ship. This was handsomely engrossed, framed and sent to the office of I. F. Chapman & Co., agents for the ship, and her master. These resolutions were later printed in the Annual Report of the Chamber.

Captain Williams, known to his friends as Captain "Bert," was a native of Thomaston and succeeded his father, Capt. Thomas C., as master of the ship *St. Paul*, in 1882, continuing in her until taking the *Billings*. In later years he was master of a whaler out of San Francisco; commander of the steamer *Oregonian*, belonging to the

American-Hawaiian Steamship Company; and was also that company's first Pier Superintendent at New York. He was a very energetic character and one of the best-known master mariners engaged in the California trade. Shortly after making port at San Francisco, after the momentous passage from New York, the Captain distinguished himself by jumping into the bay, when returning to his ship by lantern light one night, and rescuing a woman from drowning.

FREEMAN CLARK

THE ship *Freeman Clark* was built at Bath, Maine, by E. & A. Sewall, and was launched in April, 1865. Her dimensions were 190 feet, by 38, by 24 feet, and she registered 1336 tons. For the first ten years of her career she was owned by her builders. She was named after the Clark who, in 1823, with William D. Sewall, Sr., established the shipbuilding firm of Clark & Sewall and who, in November of that year, launched their first vessel, the brig *Diana*, 199 tons burden. This was the start of the famous Sewall shipyards which afterwards grew to very large proportions and from which came many of America's finest and largest sailing vessels.

Early in her career the *Clark* was employed principally in the trans-Atlantic trade and among her masters were Capt. Joseph Small and Capt. Fred S. Bosworth. In 1869 she loaded general cargo at New York for San Francisco and made the passage out in 148 days. This run was the first ever made around Cape Horn by any vessel belonging to the Messrs. Sewall. From San Francisco the *Clark* went to Callao, in 66 days, and after loading a cargo of guano at Guanape, made the run thence to Valencia, Spain, in 128 days. She was a good ship but without any pretensions of being a fast sailer.

In June, 1875, the *Clark* was sold by the Sewalls to Capt. James S. Dwight, of Springfield, Mass., who had been for a number of years in command of the ship *Cutwater*. In 1868, the owner of that ship, Henry Hastings of Boston, had J. O. Curtis of Medford construct a ship to be commanded by Captain Dwight and the latter, out of compliment to his native town, had her named the *Springfield*, he owning a master's interest in her. In this ship Captain Dwight made voyages to Australia and Far Eastern ports until he purchased the *Freeman Clark*. In the latter he made some voyages to San Francisco and for a period operated in the Pacific, both coastwise and offshore. In 1876, while on a passage from British Columbia to Acapulco, the ship was found to be so leaky that Captain Dwight found it expedient to put into San Francisco. Here her cargo was discharged, the voyage abandoned and after repairs were made, the ship returned north to load for San Francisco. The following year, on her passage from New York to San Francisco, the *Clark* received heavy damage to spars, sails, decks and boats and was 170 days on the run.

In 1882 Captain Dwight was murdered by the Chinese steward, the first mate being attacked and badly injured by the Chinese cook at the same time. The enraged crew dealt summary justice to the celestials, slaying both.

In July, 1883, the *Freeman Clark*, while on a passage from Calcutta to New York, was discovered to be on fire, after having experienced a heavy gale. She was abandoned off the Cape of Good Hope, her crew taking to the boats. One of these, containing the mate and six men, was picked up by a tug, but two of the men were dead from exposure. The boat containing the captain and eight men was never heard of. The ship herself, later drove ashore at St. Francis Bay and broke up.

On the monument at the grave of the late Harold Marsh Sewall, in Oak Grove Cemetery in Bath, is a bronze tablet with a bas-relief of the *Freeman Clark* under full sail.

GEORGE SKOLFIELD

THE ship *George Skolfield* was built by Skolfield Brothers, at Brunswick, Maine, and was launched in September, 1870. She was 187 feet, by 38, by 23:9 feet, and registered 1276 tons. She was owned by her builders until September, 1893, when she was purchased by the Alaska Packers Association of San Francisco, and inaugurated the company's sailing fleet which subsequently grew to very large proportions. For some seven years she made seasonal voyages to Alaska as a "salmon packer" and was then sold to the American Trading Company of San Francisco, who dispatched her in October, 1900, to Port Arthur with stores for the Russian Government. She got ashore on the Japanese Coast but was floated off and taken to Nagasaki. Later she was sold and converted into a barge there.

During her early career the *George Skolfield* was engaged to quite an extent in the trans-Atlantic cotton trade. Thereafter, until she was sold, she was operated between Atlantic ports and the Far East, mainly with Calcutta. Her first master was Capt. George L. Skolfield, the son of Capt. I. L. Skolfield. Capt. George L. was in command of the bark *I. L. Skolfield* when she was condemned and sold at Mauritius after having been practically wrecked in a hurricane in that harbor.

In 1889 Capt. J. B. Hall, who as mate and master had been in the *George Skolfield* eleven years, exchanged ships at Calcutta with Captain Bearse who had the ship *Sam. Skolfield, 2nd.* On his passage home Captain Bearse died when the ship was off the Cape of Good Hope, and was buried at sea. The ship had the very long run of something over 180 days from Calcutta to New York and had been covered by re-insurance some time prior to her arrival. A former master of the ship, Capt. William H. Spear, had died on board in August, 1874, at New Orleans.

The last master of the *George Skolfield*, under her original ownership, was Capt. Clement Dunning who had previously been in the *George R. Skolfield.* Following the sale of the *George*, in 1893, the Captain retired from seafaring to become a surveyor for the New York Board of Underwriters.

GEORGE R. SKOLFIELD

THE ship *George R. Skolfield* was the last ship built by the Skolfield Brothers, of Brunswick, Maine, who at one time had a large fleet of vessels of all rigs named, for the most part, after members of the family. The *George R.* was launched in June, 1885, and was the largest ship the firm had built being 232 feet, by 39:9, by 24:6, and registering 1645 tons.

The maiden voyage of the *George R.* was from New York to China, and thence to San Francisco and Liverpool. Thereafter she was engaged in trade with ports in the Far East but mainly with Calcutta. In 1899 she was at Honolulu from Yokohama and then took a cargo of sugar to Philadelphia. Not long after her arrival she was sold to the Seaboard Transportation Company of New York and converted into a barge. On Feb. 5, 1920, she was lost by stranding at Sea Isle, New Jersey.

The first commander of the *George R. Skolfield* was Capt. Clement R. Dunning, son-in-law of Mr. George R. Skolfield, who, after being in the ship several years, retired from sea life to take a position as surveyor for the New York Board of Underwriters. His brother, Samuel Dunning, who had previously been in the ship *George Skolfield*, succeeded in the *George R.* and continued in her as master until she was sold. He then retired from the sea to engage as a marine surveyor in New York.

GOV. GOODWIN

THE ship *Gov. Goodwin*, named after Ichabod Goodwin, Governor of New Hampshire, 1859-1861, was built by Campbell & Brooks, East Boston, for M. F. Pickering & Co. of Boston and was launched in July, 1877. She was of the same model as the short-lived ship *Champlain*, a product of the same shipyard, for the same owners, both being designed to develop fair speed, having good entrance and clearance lines. Each had a long poop deck and a round stern. A lifelike image, nine feet in height, of Governor Goodwin, served as a figurehead of the ship named in his honor.

The *Gov. Goodwin* was originally laid out for a 2000-ton ship but her owners feared that this would be too large a vessel for the East India and China trades in which she was to be employed, hence six midship frames were left out although all material ordered for the larger ship was used. As constructed the *Goodwin* was 213 feet, by 40, by 24 feet, and registered 1459 tons, gross; 1413 tons, net. Her keelson, with its eight-inch riders, was six feet high; she had massive breast hooks and pointers and her stanchions, deck beams and diagonal hanging knees were extremely heavy and well fastened. Her frame of Maryland white oak had been water-seasoned two years on the East Boston mud flats and when she was opened up for half-time survey, was found to be as hard as iron. The smooth finish and exceptionally symmetrical iron work apparent was very favorably commented on. Her cabins were commodious and beautifully finished in various hard woods highly polished and tastefully ornamented with elaborate gilt work.

The *Goodwin*, when launched, was sparred in accordance with the plans made for her originally proposed larger tonnage. Her fore and main lower masts were 85 feet from heel to cap and the lower yards were 84 feet long. The lower topsail yards were 78 feet and the uppers 74 feet, with the topgallant and royal yards in proportion. She had lower and topsail studdingsail booms, the lowers being 40 feet long and rigged out 32 feet beyond the yard arms. She crossed no skysail yards but as most of her outward cargoes were case oil it took some 225 tons of shingle ballast to keep her on her feet. In 1889 it was decided to reduce her top hamper and this was done by having six feet cut from the heel of the fore- and mainmasts and five feet from that of the mizzenmast, thus reducing the whole business. The lower rigging and backstays were cut and spliced and the result was highly satisfactory. Thereafter only a small amount of copper dross stowed in the run, was required to keep her in proper trim. The main and mizzen hatch coamings were built up thereby increasing the cargo capacity and enabling her to comfortably stow an even 50,000 cases of kerosene. The change also allowed the crew being cut down by two A.B.'s. The reduced sail plan cut down her speed somewhat in light winds but in heavy weather she was a greatly improved ship.

During most of her career the *Gov. Goodwin* was employed in trade with the Far East but her maiden passage was from Philadelphia to San Francisco in 119 days, and in 1882 she made a second run to the Golden Gate in 108 days from New York. On three occasions she crossed the Pacific from the Orient to load grain for Europe and her five passages over that course from San Francisco were made in 98, 119 and 130 days to Queenstown, and 111 days to Liverpool. One run was from the Columbia River to Antwerp in 129 days. These figures give the very fine average of 117 days. Her sailing record in the Far East trade is also good. In 1888 she was 84 days from Philadelphia to Anjer; thence 33 days to Kobe. She then took coal to Hong Kong in 11 days of heavy weather, being in the wake of a typhoon all the way. On the passage out to Anjer, the head of the foremast was found to be badly sprung when the ship was off the Cape of Good Hope and thereafter but little sail could be carried forward in heavy weather until her return to New York. In spite of this handicap, however, she averaged, for 18 consecutive days, 212 miles daily while running her easting down on the passage to Anjer and she completed the voyage by running from Hong Kong to New York in 130 days. Considering the circumstances, this round voyage may be classed as remarkably fast. At New York, when the trestletrees were being lifted, the head of the foremast came up also. It was at this time, when she was being refitted, that her sail plan was reduced.

On the following voyage the *Goodwin* left New York, June 9, 1889, bound to Anjer for orders and again made the run in 84 days. Being ordered to Shanghai, she arrived there in 115 sailing days from New York, the fastest passage made about that time. Later she loaded part cargo for New York, finishing at Hong Kong. Sailed thence Jan. 3, 1890; passed Anjer 13 days out; the Cape on the 52nd day and St. Helena 13 days later; crossed the Line on the 79th day out and was thence only 18 days to New York, arriving April 10, 1890, 97 days from Hong Kong. Capt. Samuel Pray was in command for these voyages. Later, when Captain Oakes was master, the *Goodwin* had been having a good run from Manila and prospects looked favorable for the passage to Boston being completed inside of 100 days, but light airs and a thick fog were met close to the Atlantic Coast which dragged the time out to 102 days. On this passage the best day's run of the ship was 262 miles which is, so far as Captain Oakes can recall, her best work while he was in her.

The first master of the *Gov. Goodwin* was Capt. William Lester who had been an officer on the clipper ship *Pampero* from her maiden voyage in 1853 until 1859 when he became her commander. Later, the Captain was master of the clipper ships *Flying Childers*, *Invincible*, *Swallow* and *Charger*. In 1885 he relinquished command of the *Goodwin* in favor of Capt. H. A. Norton who, however, died on his first voyage in the ship. Chief officer McDonald completed the passage to Antwerp where, later, the ship was loaded with the rather bad combination cargo of railroad iron and empty oil barrels for Philadelphia, but the passage was accomplished safely. Captain Lester then resumed command and with some 47,000 cases of oil and a small amount of general cargo, took the ship out to Japan. On return from this voyage, in 1888, the Captain retired from sea life. He was of the highest type of old-school merchant navigators and although his breast was badly scarred as the result of arguments with clipper ship crews, he was conceded to be a genial and kindly man, just to all. He died some years ago at his home in Stratham, N. H.

Capt. Samuel Pray succeeded Captain Lester as master of the *Gov. Goodwin*, in 1888, and made two voyages to the Far East, as heretofore described. On return from the second he was kept ashore to take charge of the Pickering office, following Capt. M. F. Pickering's death, June 24, 1890. Before taking the *Goodwin*, Captain Pray had commanded the bark *Harvard*, built at Newburyport, in 1878, for the Pickering firm. After the affairs of this concern had been wound up, the Captain was employed by the American-Hawaiian Steamship Company as their New England agent and he held that position, with headquarters at Boston, until his death in November, 1929. Captain Pray's father was Capt. John S. Pray, a well-known shipmaster who, for some time prior to 1861, had been in command of the fine ship *Prima Donna* and who, after retiring from the sea, acted as managing owner of different sailing ships.

Capt. Charles C. Oakes took command of the *Gov. Goodwin* in May, 1890, and as her master made five voyages to the Orient and one to the West Coast of South America. On completion of his first voyage he bought a 6/64th interest from the William P. Jones estate. The Captain is a native of Yarmouth, Maine, a nephew of Joseph A. Seabury, a master builder for Blanchard Brothers of Yarmouth. As a young man, Oakes worked on the ships *P. N. Blanchard*, *Admiral* and *John A. Briggs* during the course of their construction. In 1879 he joined the ship *S. C. Blanchard* as third mate, an elder brother, Capt. Frank L. Oakes, being her master. He was in this ship as second mate when she was lost in 1882 and then joined the ship *P. N. Blanchard* as third mate, later being advanced to second mate. In 1887 he signed on as chief mate of the *Gov. Goodwin*, making voyages under Captain Lester and Captain Pray, the latter of whom he succeeded and continued in the ship as master until she was lost on a reef off Prince's Island, in the Straits of Sunda, in 1896. She was bound from New York to Chefoo with case oil. Captain Oakes then made a voyage to Java in the ship *P. N. Blanchard*, as relieving officer, and on its completion gave up sailing ships to go into steam, as third officer with the Ward Line. Later he was in command of their steamers *Cometa*, *Saratoga*, *Esperanza*, *Seguranca* and *Havana*. The *Saratoga* and *Havana* were sold to the Government during the World War and became the hospital ships *Mercy* and *Comfort*. After retiring from the sea the Captain was eleven years Marine Superintendent for the Ward Line. For the past three years he has been living in Southern California, where he says "it is better than shoveling snow and scratching chilblains." He holds master's unlimited licenses for both sail and steam as well as a pilot's license for New York Bay and Harbor.

One feature of the equipment of the *Gov. Goodwin* was a donkey engine for use in handling the heavy lower running rigging and the cargo, and which was connected with a patent windlass and the ship's pumps. The engine had also a condensing attachment with a capacity of 400 gallons of fresh water daily and this rendered valuable service particularly when the ship was in port at Iquique, at a time when fresh water was being sold at six cents a gallon, the supply could be condensed from sea water. Captain Oakes was able to supply the master of the British ship *Argus* with what he required, receiving in return sufficient coal to keep his engine running for the discharge of the *Goodwin's* ballast, the taking in of her cargo of nitrate, and the filling up of her tanks.

GOV. ROBIE

THE ship *Gov. Robie* was launched from the yard of William Rogers at Bath, Maine, on March 21, 1883, and was named after Frederick Robie who was Governor of Maine, 1883-1887. She was 228:8 feet, by 41, by 23:6, and registered 1627 tons. She was built mainly for account of Capt. Daniel S. Goodell, Sr., of Searsport, to be commanded by his son Capt. William H. Goodell. For the first few years she was managed by her builder but following Capt. Daniel Goodell's disposal of his shipping interests, the management of the ship passed to Pendleton, Carver & Nichols of New York. In May, 1900, the ship was sold to the California Shipping Company of San Francisco and they, after operating her some ten years, mainly in the export lumber trade out of Puget Sound, sold her to New York parties. She was converted into a coal barge and was towed along the Atlantic Coast until Nov. 26, 1921, when she foundered off Highland Light, N. J., taking down her crew of three men. The barge *Carrie Clark*, also converted from a sailing ship, met a similar fate at the same place and time.

The first three voyages of the *Gov. Robie* were from New York to San Francisco and thence to Europe with grain. She was then operated in the case oil trade and for some 15 years was one of the best known American ships running to Australia, the East Indies, China and Japan. On her last voyage as a sailing ship she took a cargo of spars from Puget Sound to New York. Her last voyage as a grain carrier was from San Francisco to Gibraltar, whence she was ordered to Naples. This being the first appearance at that port of a ship from California, the *Robie* was promptly ordered into quarantine until the custom authorities could satisfy themselves as to the origin of the voyage.

The sailing record of the *Gov. Robie* is very good for a ship of her class. Capt. William H. Goodell's last voyage in her was 113 days from Liverpool to San Francisco, she beating the fast British ships *City of Madrid* and *Ennerdale* which had sailed in company. In 1891, when commanded by Capt. Amos Nichols, Jr., she made the passage from Calcutta to New York in 94 days, arriving half an hour ahead of the British ship *Holyrood* which had left the Sand Heads three days before her. In 1899-1900 Captain Nichols was 108 days from New York to Hong Kong; returned to New York in 107 days and then went back to Hong Kong in 109 days, the passages both going and coming being made via the Straits of Sunda. In 1896 Captain Nichols took her out to Melbourne, with general cargo from New York, in the fast time of 82 days. On January 15, 1888, while commanded by Capt. William H. Blanchard, her Sandy Hook pilot was taken aboard off Barnegat Light when the ship was 87 days out from Hong Kong but she then became badly iced up and had to be run into the Gulf Stream three different times to thaw out. This prolonged the passage to 102 days. During the time that Captain Blanchard was master of the *Robie*, the only vessel that ever outsailed her was the ship *Leading Wind*.

The *Gov. Robie* was generally fortunate as to mishaps but on two occasions she had close calls from destruction. In March, 1889, when 132 days out from Kobe and about to enter her port of destination, Portland, Maine, she got ashore on Curtis Point, Biddeford Pool, and had her bottom and keel badly damaged. She remained upright and ten days later, after the camphor, curios, etc., destined for New York, had been landed, she was floated and towed to Portland for repairs. The balance of her lading, consisting of bales of rags for the Portland paper mills, was stowed in the lower hold which was full of water.

In August, 1903, the *Robie* left Baltimore for San Francisco and all went well until the ship was off Cape Horn when her coal cargo was found to be badly heated. She was put about for Montevideo where some 700 tons were discharged and sold. After a delay in port of nearly two months, the voyage was resumed and San Francisco was reached in May, 1904, 277 days after the ship had left Baltimore.

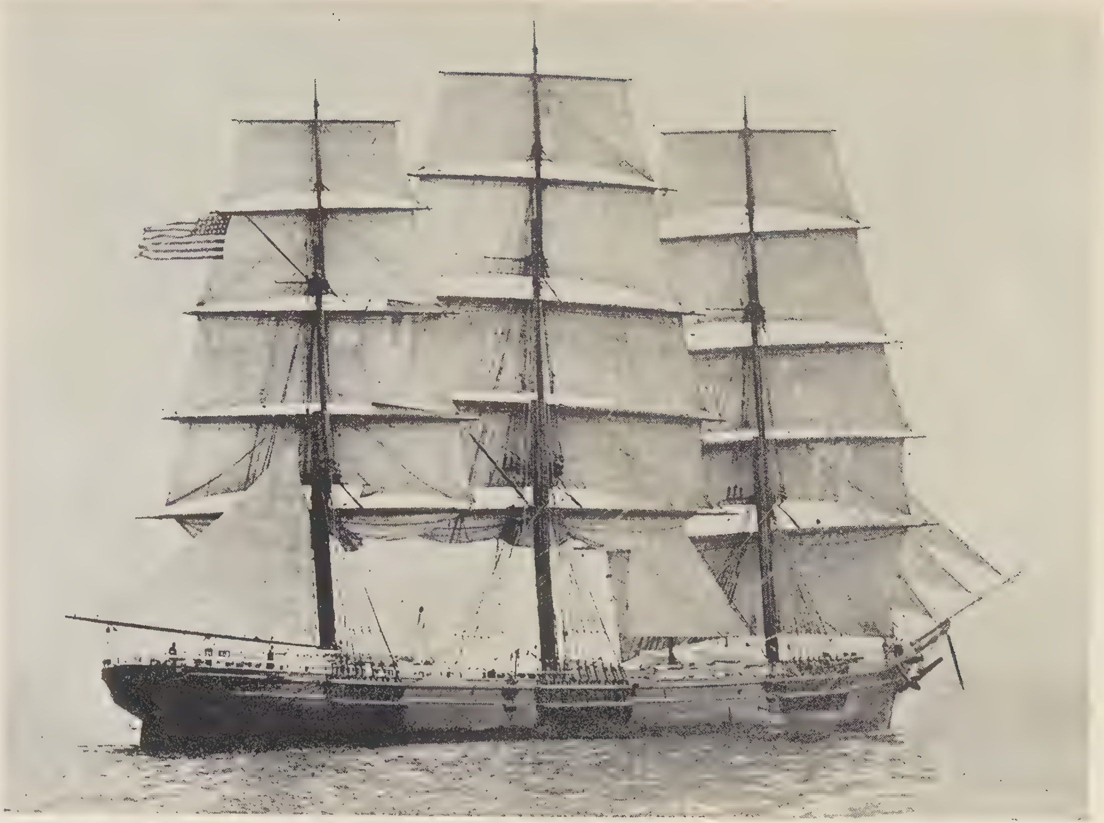
Capt. William H. Goodell, the first master of the *Gov. Robie*, was born in Prospect, Maine, in November, 1854, and was educated in the public schools and in Bucksport Academy. Before he was 21 he had rounded Cape Horn and the Cape of Good Hope as a shipmaster. His commands were the barks *Robert Porter* and *Goodell* and the ship *Gov. Robie* in which latter he was succeeded by Capt. William H. Blanchard, at San Francisco, in February, 1886. Since that time he has been living retired, at his home in Searsport.

Capt. William H. Blanchard of Searsport was master of the barks *Addie Morrell*, *Evanell*, *Czarina*, *Tijuca*, *Henry Buck*, *Wealthy Pendleton* and *Herbert Black*, and of the ships *Bosphorus*, *Alice Buck*, *Phineas Pendleton* and *Gov. Robie*. An incident occurring while he was master of the bark *Wealthy Pendleton*, is referred to in the account of the bark *Willard Mudgett*. Captain Blanchard was master of the *Phineas Pendleton* when she was burned at Manila, in August, 1885, and after returning home he was sent to San Francisco to relieve Captain Goodell in the *Gov. Robie*. In 1889 he retired from sea life. During the summer of 1904 he sailed as passenger on the bark *Willard Mudgett* of which his son Capt. Fred P. Blanchard was master, and nothing was ever heard of the vessel or any one on board.

Capt. William H. Blanchard had six brothers that were shipmasters and all of them, like himself, were lost at sea. He had four sons all born at sea and all of them became shipmasters. One of these, Capt. Fred P. was lost at sea as has been stated. Another son, Capt. Phineas Banning Blanchard, is referred to in the account of the bark *Willard Mudgett*. A third, Capt. Scott Blanchard, was chief officer of sailing ships and later commanded the steamer *Oregonian* belonging to the American-Hawaiian Steamship Company. He gave up the sea in 1913 and is now Vice President of Turner & Blanchard, Inc., contracting stevedores, New York. The other son, Capt. Albert N., was born at sea in September, 1868, and at the age of 13 shipped as "boy" on the *Wealthy Pendleton.* At 22 he was master of the bark *Herbert Black* and later commanded the four-masted steel bark *Puritan* and the steel ship *Bangalore.* Retiring from sea life in 1906 he engaged in the stevedoring business in New York as a member of the firm of Turner & Blanchard. Failing health necessitated his giving up activities in 1927 and he passed away March 19, 1928, at his home in Brooklyn. On one of his voyages in the *Herbert Black*, to the West Coast, the vessel's rudder was carried away in the South Atlantic. Captain Blanchard had a jury rudder constructed, rounded the Cape and reached his destination. After calling at several different ports on the coast he returned around Cape Horn to New York under the jury rudder, a feat that is believed never to have been equaled. The scars made by the chains controlling the improvised rudder were visible in the planking under the vessel's run for many years later. On one of his voyages to the Pacific Coast, in the *Bangalore*, Captain Blanchard had a son born aboard the ship.

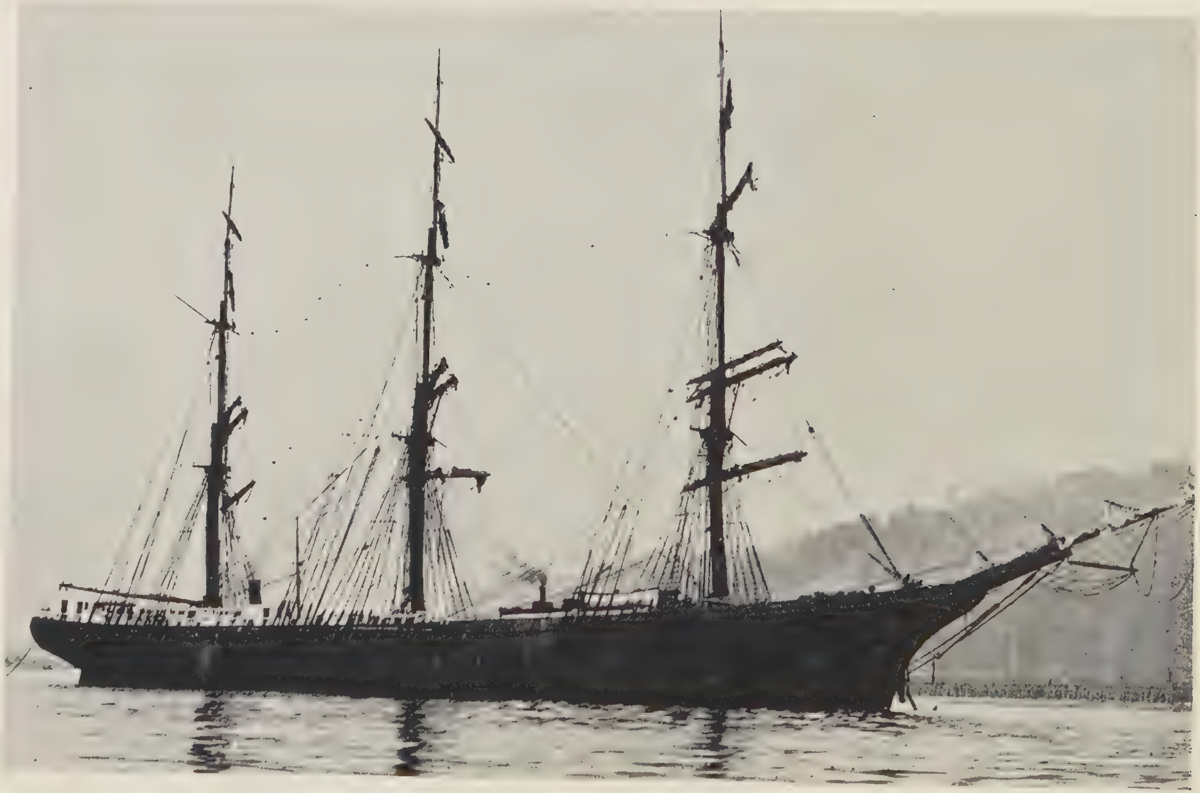
Capt. Amos Nichols, Jr., of Searsport, previously master of the bark *Herbert Black*, took command of the *Gov. Robie* at Portland, Maine, in May, 1889, and except for two voyages when he was relieved by Capts. James P. Butman and B. F. Colcord, continued in her until September, 1900. He then retired from sea life and for several years was postmaster of Searsport and also President of the Searsport Savings Bank. He comes from an old seafaring family, his father, Amos Nichols, Sr., and his brothers Wilfred V. and George A. having been well-known deep-sea shipmasters. At this writing Captain Nichols is still living in Searsport.

On the *Gov. Robie* being purchased by the California Shipping Company Capt. M. H. Harrington succeeded to the command. The Captain had previously been master of the barkentine *Omega*, plying on the Pacific Coast, and made but one voyage in his new command, from Puget Sound to Cape Town and return. He then took the ship *St. David* to Australia and Manila but had to give her up at the latter



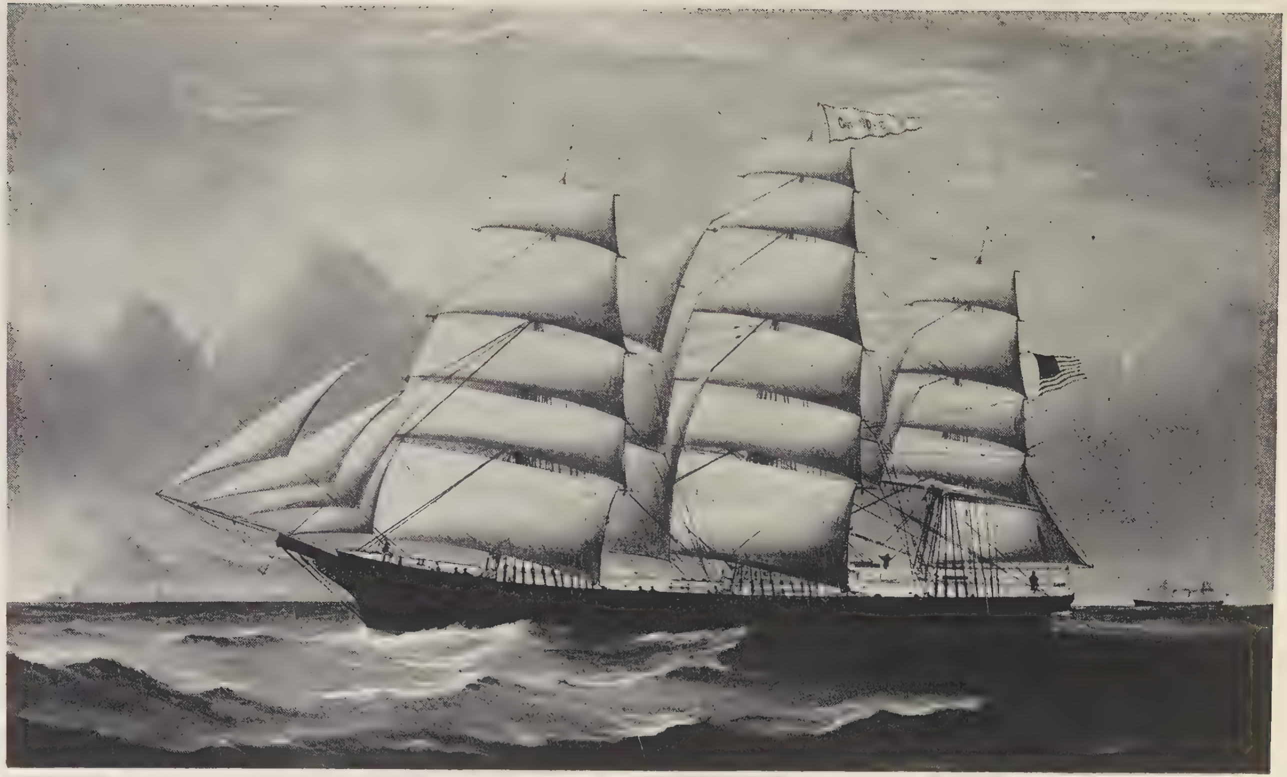
"GOV. GOODWIN," 1459 TONS, BUILT AT EAST BOSTON, MASS., IN 1877

From photograph by courtesy Edward S. Clark

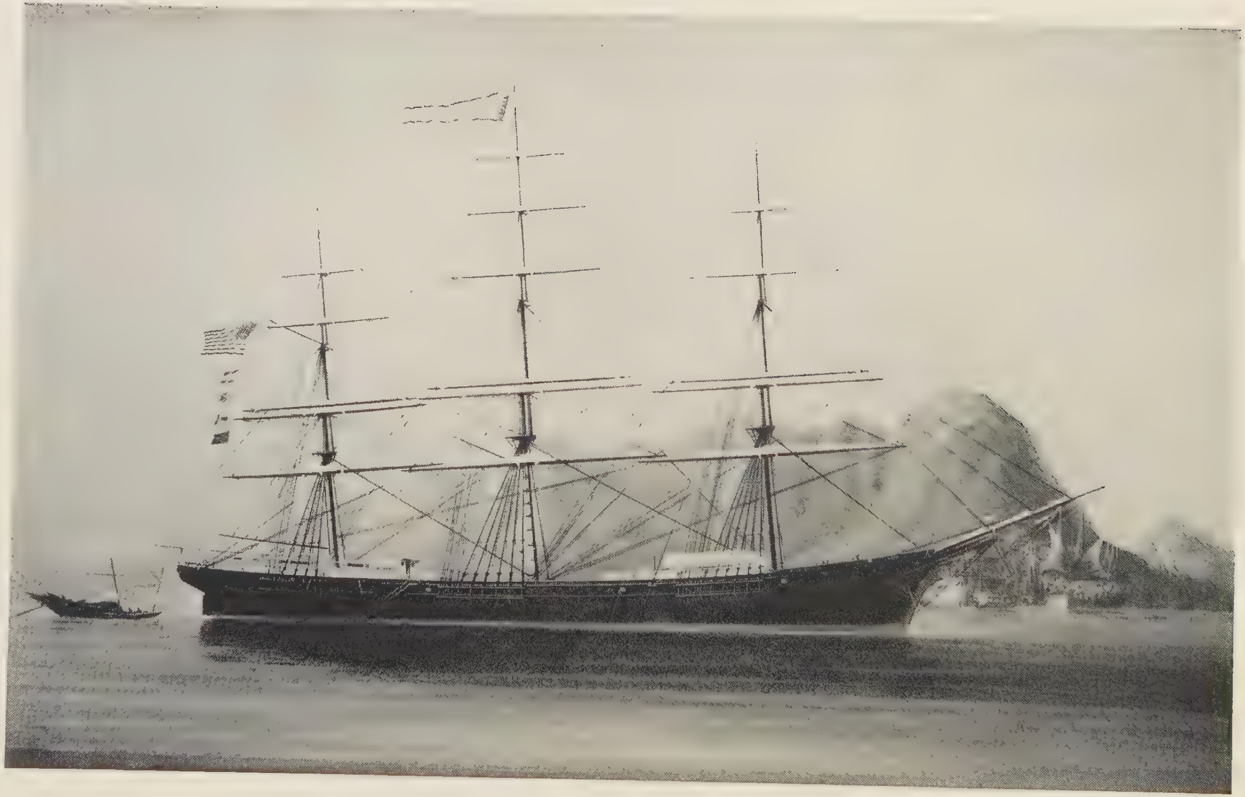


"GOV. ROBIE," 1627 TONS, BUILT AT BATH, MAINE, IN 1883

From a photograph showing her at anchor in Puget Sound. Courtesy Edward S. Clark



“GRANDEE,” 1255 TONS, BUILT AT PORTSMOUTH, N. H., IN 1873
From an oil painting by W. H. Yorke. Courtesy Vose Galleries, Boston



"GRANDEE," 1255 TONS, BUILT AT PORTSMOUTH, N. H., IN 1873

From a Chinese painting

port on account of ill health. He died within a year after his return to California, at the early age of 45 years.

GRANDEE

THE ship *Grandee* was built at Portsmouth, N. H., and was launched in August, 1873. She was 193:6 feet, by 38:5, by 23:8 feet, and registered 1255 tons. Her managing owner was C. H. Mendum and for most of her career she was commanded by Capt. Benjamin F. Jacobs.

The maiden voyage of the *Grandee* was from New York to Callao in 84 days; thence to San Francisco in 37 days, and from that port to Liverpool in 118 days, a very satisfactory performance throughout. On her second voyage she went out to Callao in the short time of 69 days from New York and returned to Hampton Roads with a cargo of guano in 86 days. This was another fast round voyage. Her third outward voyage was from New York, leaving port Dec. 2, 1876, and being reported as arriving at Melbourne in 81 days.

The record for good sailing ability established by the *Grandee*, in her early career, was well sustained throughout her sea life. Most of her later operations were with Australia and the Far East, in the case oil trade, and in every port she visited she attracted marked attention. She was fortunate in escaping damage by the elements although on one voyage to Australia she had a close call through colliding with an iceberg while running in a high southern latitude, but aside from losing the jibboom and figurehead, etc., she did not suffer seriously and made her destination in safety.

In 1893 the Grandee was sold and converted into a coal barge for the Dominion Coal Company of Sydney, Cape Breton. Her name was not changed and she appears listed in Canadian Registers as late as 1912.

Capt. Benjamin F. Jacobs was a native of Malden, Mass., and before assuming command of the *Grandee*, had been master of the ships *Merrimac* and the original *Granite State*. On retiring from the sea, with ample means, he resided for a time at Pine Bluff, S. C., and died there in February, 1903, at the age of 70 years.

GRANGER

THE *Granger* was a fine ship of 1527 tons, built at Bath, Maine, in 1873, by E. & A. Sewall who were her owners during her short sea life. Being intended for the California grain trade she was appropriately named, as were also three companion ships launched from the Sewall yards within the three following years, the *Harvester*, the *Thrasher* and the *Reaper*. By a singular coincidence all four ships were in the harbor of San Francisco in January, 1877.

The *Granger* made but four round voyages before she was lost, all the outward passages being to San Francisco and the returns to Liverpool or Queenstown for orders. The fastest voyage was her last, a round from Liverpool, 138 days going out and 116 days returning.

On June 30, 1877, the *Granger* left Liverpool with 2000 tons of coal bound for Manila. Shortly after midnight on October 26th, while sailing slowly in a light northerly breeze, she struck on Swallow-tail reef, north of the island of Labuan, Malay Archipelago. All hands stayed in the ship two days endeavoring to get her floated but were unsuccessful and she was abandoned. Captain Doane and his wife, with chief mate G. H. Gardiner and 14 of the crew, took to the long boat. The second mate and six men went in another boat, both boats intending to keep close together. The next morning the second mate's boat was just visible on the horizon. Both boats were well stocked with provisions and water but the only other articles saved from the wreck were a chronometer, a chart and some blue lights and rockets. On the evening of the third day the occupants of the long boat saw some blue lights and in reply sent up some rockets. The blue lights proved to be from the French bark *St. Andresse* whose Captain approached the boat with great caution, fearing that the party might be pirates. However, they were picked up and were subsequently landed by the bark at Hong Kong, one of the party suffering severely from sunstroke. The second mate's boat was reported as arriving at Labuan shortly afterwards, the occupants being taken thence to Singapore by the steamer *Clestor*.

The *Granger* was estimated worth about $70,000 when lost. She had been commanded by Capt. Uriel Doane, Jr., of Harwich, Mass., throughout.

GRAY FEATHER

THE ship *Gray Feather*, reputed to have been named for a chief of the Passamaquoddy tribe of Indians, was built at Eastport, Maine, in 1850, by C. S. Husten for J. W. Bass. She was 138 feet, by 30 feet beam, and 19 feet depth, and registered 586 tons. From 1852 to 1858 the managing owner was J. Boynton of Smith & Boynton of New York. During the latter year she was purchased by L. H. Simpson & Brother, prominent New York merchants engaged in trade principally with the East Indies, and they continued owners during the remainder of the career of the *Gray Feather* under the American flag.

While the *Gray Feather* is described in old shipping registers as being a full-modeled vessel, she really had lines approaching those of the out-and-out clippers that were making their appearance about this time and her sailing record is very good for a ship of her size. Her first two voyages were from New York to San Francisco, she returning home on the first, via Calcutta, and on the second, by way of the Peruvian guano deposits. She then traded to India and China until 1859 in which year she went out to San Francisco from Boston and then made a voyage to Alaska for a cargo of ice. This being accomplished she went to Valparaiso and loaded copper ore on the coast for home.

The next voyage of the *Gray Feather* was in December, 1860, under command of Capt. Bartlett S. Mayo, from New York to Melbourne, the distance of nearly 14,000 miles being covered in 84 days. This is believed to be the record fast run over this course for ships of limited size and is one that would be creditable to any of the later designed large clippers. From Melbourne the *Gray Feather* proceeded to Colombo, Ceylon, where she took aboard some cargo for New York, and then went to Masulipatam, a port near Madras, to complete her lading. The passage thence to New York was made in the good time of 107 days. It was while the *Gray Feather* was at Colombo, that Captain Mayo first learned that Civil War had broken out between the North and the South and that Confederate privateers were being used to destroy Northern merchantmen. Receipt of this information naturally caused anxiety to commanders of vessels then in distant ports, but Captain Mayo accomplished his homeward voyage to the satisfaction of himself and owners. An entry in the ship's log under date of Nov. 14, 1861, is: "Spoke U. S. ship *Ino*, cruising." The *Ino*, a very fast clipper ship, had been purchased by the U. S. Government, armed and well manned and sent to sea in search of enemy raiders and also to patrol trade routes as protection to Northern vessels. One can well understand the feelings of Captain Mayo when in command of a fine ship with a valuable cargo, he sighted a friendly flag and was given advice as to his best course to keep out of danger.

Following the arrival of the *Gray Feather* in port, she was sold to Ruget Brothers of Bremen and went under the German flag as the *Ida*.

An incident occurring in the course of the voyage of the *Gray Feather* from Boston to San Francisco, in 1859, was the discovery, at daybreak one morning, when the ship was near the Line in the Atlantic, of a pigeon perched on the main royal yard. Anticipating that another ship was in the vicinity, a sharp lookout was kept on the *Gray Feather*, and on the haze clearing off, smoke was seen on the horizon. The *Gray Feather* bore down and found a wooden, painted-port ship enveloped in flames. She proved to be the *Meroo* of Liverpool, from Calcutta, with a cargo of jute. Her company was picked up and the *Gray Feather* headed for Pernambuco, where they were landed.

The first master of the *Gray Feather* was Capt. Daniel McLaughlin, a native of Grand Manan Island, although he always hailed from Eastport, Maine. Upon relinquishing command of the *Gray Feather*, Captain McLaughlin took the ship *Ætos*, engaged in the East Indies trade, and later was for a time master of a steamer. On returning to sailing ships he became commander of the *Western Empire*, the clippers *Swallow* and *Herald of the Morning*, and for a short time, in the early eighties, was in command of the *Glory of the Seas*. Captain McLaughlin was well known in the California trade, had a clean record as a shipmaster and made many fast passages. He died at his birthplace, in January, 1896, at the age of 72 years.

Capt. Bartlett S. Mayo, who made the record voyage in the *Gray Feather*, from New York to Melbourne, when he first took command of her in December, 1860, was born in Hampden, Maine, in 1820. He was descended from a line of shipbuilders and mariners along the Penobscot River. At the age of 12 years, young Mayo made a trip on a fishing schooner to Cape Cod and then continuing sea life, worked his way in the trans-Atlantic packet service until in 1850 he was appointed master of the ship *Wellington*, on the recommendations of Capt. Asa Eldredge and Capt. Charles H. Marshall, under whom he had served as a first officer in the New York to Liverpool passenger service. In the *Wellington* he made two voyages to San Francisco, thence across the Pacific, returning home from China, with cargoes of teas and silk, via Cape of Good Hope. On his second run he came from Shanghai to New York in 98 days, a remarkable passage for a vessel of the model of the *Wellington*, she being a former Liverpool packet ship. In 1855 Captain Mayo took command of the handsome, new clipper ship *Anglo Saxon* and made the run from New York to San Francisco in 118 days, this being the fastest of the six passages made by that ship over this course under various commanders. The *Anglo Saxon* returned home by way of Calcutta, her time of 104 days to New York being very good. On this voyage Captain Mayo was accompanied by his wife and daughter, Georgianna, who later married M. M. Larrabee of Emporium, Pennsylvania.

Captain Mayo's third command was the *Gray Feather* and particulars of his voyage to Melbourne and India in this ship have been referred to. After she was sold in 1861, he was given command of the beautiful ship *Kitty Simpson*, also owned by L. H. Simpson & Brother, and in her he made a passage to China and after arriving out, operated her along that coast for a year, returning home from Manila in the fall of 1863. The owners of the ship were so well satisfied with the results of this voyage which had occupied some 20 months altogether, that despite the risks attendant to Northern ships through the operation of armed Confederate privateers, they arranged another voyage for the *Kitty Simpson*. This was to the West Indies and was accomplished successfully by Captain Mayo in the spring of 1864. Shortly after that voyage the *Kitty Simpson* was sold, going under the French flag as the *La Rose*, but her later career was short, she being wrecked in January, 1865, while bound from Havre to Vera Cruz with a cargo for account of the French government.

Captain Mayo was tall and of commanding appearance, a fine type of the best class of American merchant navigators, frank and genial in disposition. He made several fast passages as master and never met with a serious disaster during his thirty years as an officer and as master. After retiring from sea life he engaged for a time in the commission and warehouse business along the New York water-front. During his later years his home was with his daughter at Emporium, Pennsylvania. He died in 1898 and is buried at Hampden, Maine. Above his grave is erected a bronze tablet bearing upon its face a replica of one of the old-time clipper ships upon whose decks so great a part of his career had been spent.

An incident in connection with Captain Mayo's stay at Colombo, while in the *Gray Feather*, relates to his second mate, William Morey, a young man also belonging to Hampden, who was stricken with a tropical fever. He had not recovered when the ship was ready to sail and was left in care of an English physician to convalesce. After recovering his health Mr. Morey decided to stay in Ceylon and engage in business. He married a Singhalese princess and subsequently was appointed United States Consul, the first person to hold that position in Ceylon. He was Consul for 32 years prior to his death in 1908.

HARVESTER

THE *Harvester* was one of four fine ships built by E. & A. Sewall at Bath, Maine, especially for the California trade and as this included the carrying of grain to Europe, the first, built in 1873, was named *Granger*. She was followed in 1875 by the *Harvester* and in 1876 by the *Reaper* and the *Thrasher*. By a curious coincidence all these four ships were in port at San Francisco in January, 1877.

The *Harvester* was 210 feet, by 39:7, by 24 feet, and registered 1494 tons. She was eight years employed in the trade for which she was built, but after November, 1883, was operated entirely in the Pacific. From 1887 until she was lost she was owned by A. P. Lorentzen and others of San Francisco. Her last years were spent under bark rig and as there was also a Newburyport-built bark of the same name operating in the Pacific at the same period, the two vessels were at times confused. For a few years the Bath-built *Harvester* carried coal, coastwise, but during her later life she was engaged in the export lumber trade from Puget Sound. On April 30, 1900, she left Cape Town in ballast to load coal at Newcastle, for Honolulu, and all went well until she reached Bass Straits. Here a heavy gale came on which lasted several days. On June 8th she was thought to be near Jarvis Bay and under full sail was steered for a light that was supposed to be at the entrance to the port. Soon, however, it was discovered that the light was not the proper one and before orders to bring the vessel about could be obeyed, she struck and went high up on the rocks but soon after slipped off into deep water. The crew had barely time to take to the boats and all the Captain saved was his instruments and a bag of coin which was in his stateroom. After being in the boats all night the crew were picked up by a steamer and taken to Newcastle. It developed that the place where the ship was lost was known as the Seal Rocks, some sixty miles north of Newcastle.

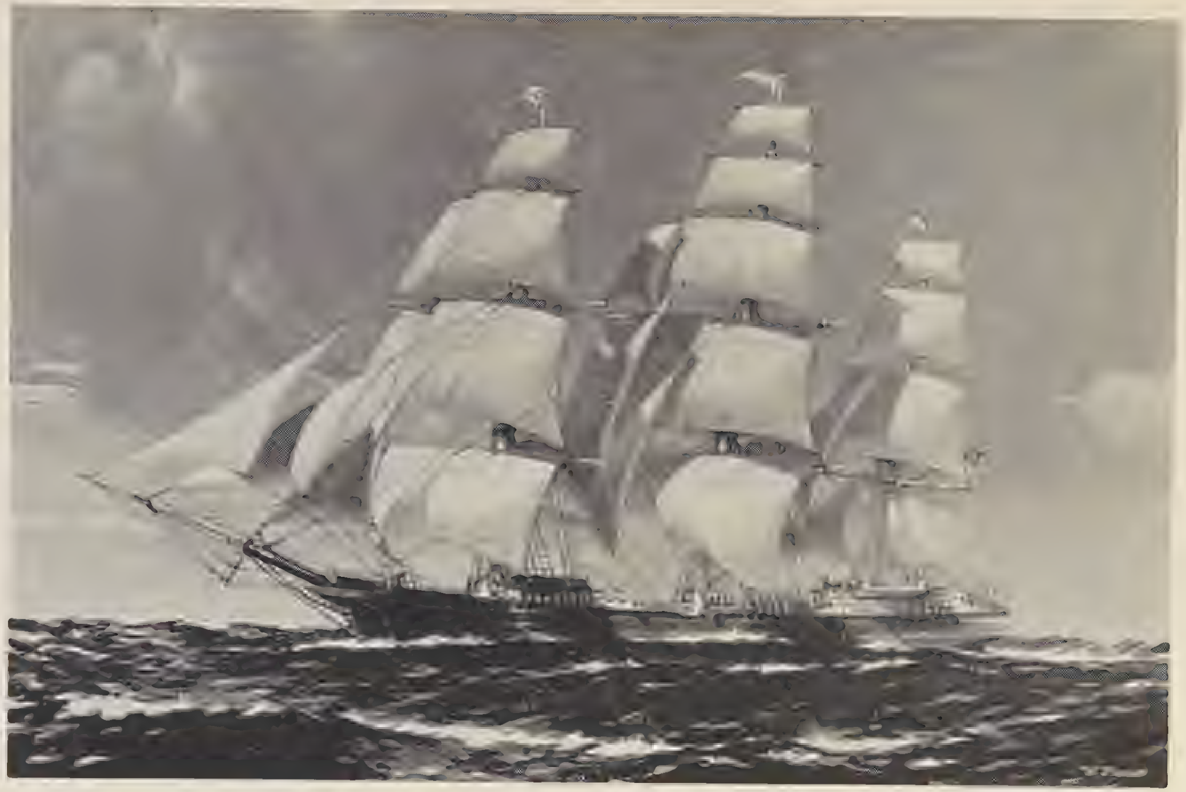
The first commander of the *Harvester* was Capt. Fred S. Bosworth who was born in Bath, in 1840, and first went to sea in his father's ship *Rockaway*, in 1856. At the age of 21 he took command of the ship *Vigilant*, of Bath, 850 tons burden, and made a voyage to

Ceylon with coal, returning with tea. He then took the ship *Valencia* to Rangoon and said of her, "She was a hard one; half the time she wouldn't steer nor sail. The *Alabama* burned a ship to the eastward of us in the Indian Ocean and one to the westward, but we got through safe and I finally sold the ship at Genoa for a good price, so it didn't turn out so bad." Before taking the *Harvester* Captain Bosworth had also been in the Sewall ships *Freeman Clark* and *Carrollton.* The Captain described the following experience in the *Harvester* as being the "closest call" he ever had in his sea life.

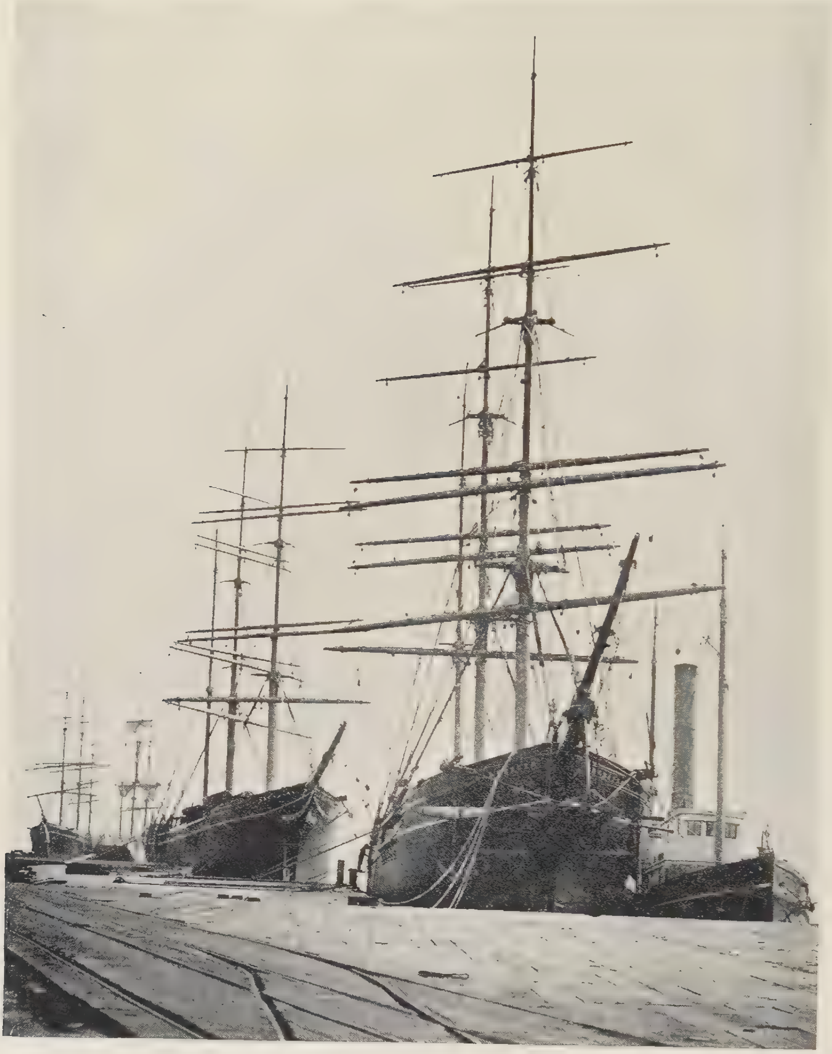
"I took the *Harvester* to Liverpool on her first voyage loaded with cotton from New Orleans. She was cranky and we had an experience. We couldn't do anything with her and in a gale in mid-ocean she lay with her lee rail under so far that I didn't know whether or not she was ever coming up. About thirty miles from the entrance to the Mersey another gale struck us and she started to drift ashore broadside on. We had taken a pilot and I asked him if there was any place we could get in. It was a very rocky coast and I knew the only chance we had was to try and make some harbor. He showed me a place on the chart and I determined to attempt the entrance, a narrow channel with rocks on one side and shoal water on the other. She was lurching and pitching, with the topsails sometimes in the water. I got her straightened out somehow and we managed to get in. The cliffs were lined with people watching, I remember, and I could see the spire of a church among some houses on the headland. It was Beaumaris, a little village in North Wales."

Captain Bosworth was many years in the employ of the Messrs. Sewall and never lost a ship. After retiring from sea life he was for a time a marine surveyor in Portland, Oregon. About 1900 he returned to Maine and passed the remaining years of his life at Bath.

The well-known Capt. Zaccheus Allen was the second commander of the *Harvester* and made two round voyages. Capt. William Taylor of Wiscasset succeeded and continued in the ship until she was sold when he took the ship *Occidental.* Other Sewall ships commanded by Captain Taylor were *Solitaire*, *Reaper*, *Iroquois* and *Kenilworth.*



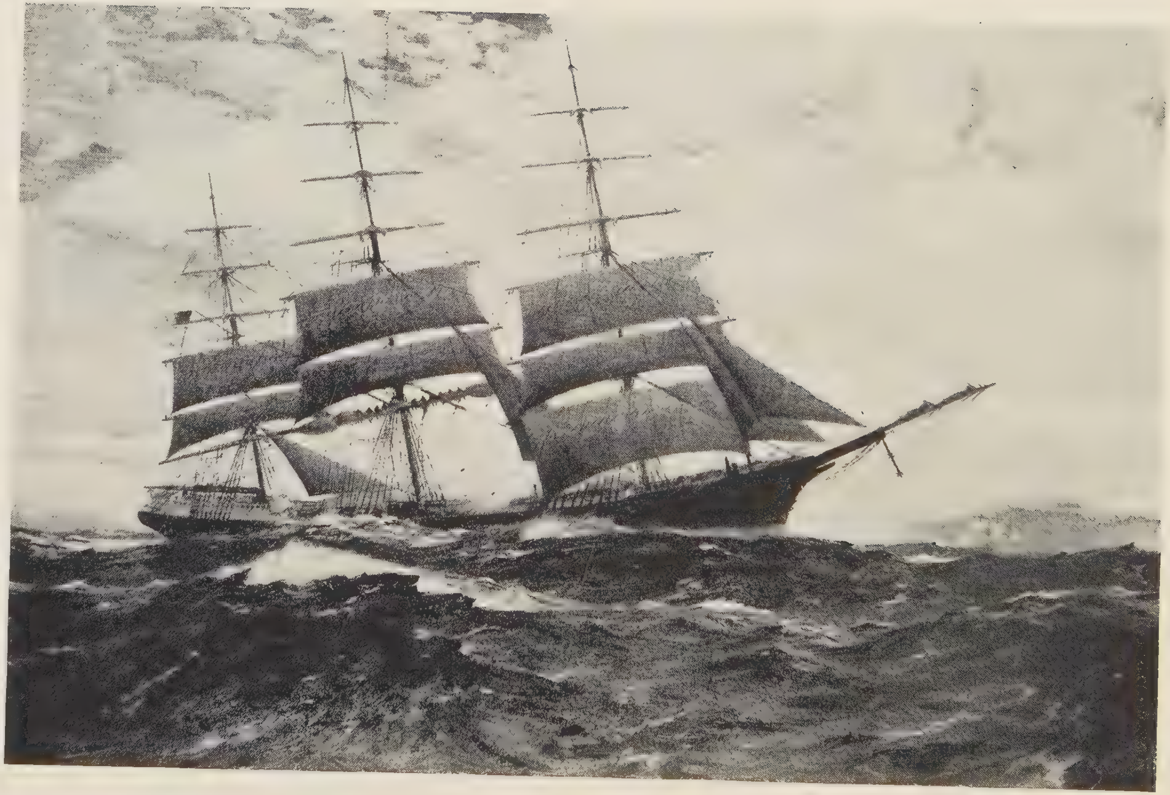
"GRAY FEATHER," 586 TONS, BUILT AT EASTPORT, MAINE, IN 1850
From the oil painting by Walter Francis of San Francisco. Courtesy of Don M. Larrabee



"HARVESTER," 1494 TONS, BUILT AT BATH, MAINE, IN 1875

"Guy C. Goss" is at her stern and in the background are the "St. Paul" and the "J. D. Peters" — all salmon packers. Photograph by courtesy of Edward S. Clark

“HARVEY MILLS,” 2077 TONS, BUILT AT THOMASTON, MAINE, IN 1876
From a photograph showing her at a wharf in San Francisco. Courtesy Edward S. Clark



"HENRY B. HYDE," 2580 TONS, BUILT AT BATH, MAINE, IN 1884
From the oil painting by Charles R. Patterson. Courtesy of Harlow, McDonald & Co., New York

While owned on the Pacific Coast the *Harvester* had several different masters one of whom was Capt. S. B. Beck who wrote the following to his owners, it being interesting as showing conditions often met with by shipmasters years ago. The letter is dated Lorenzo Marquez, South Africa, March 26, 1896.

"I anchored in Delagoa Bay on March 3 after a good passage of 101 days from Puget Sound. Although we had a bad start from the coast, we had a good run across the Atlantic in a rather high latitude, with four days of heavy fog which caused us a great deal of anxiety on account of ice. When I arrived off the river there was only 19 feet of water, therefore did not get in until March 18th spring tide.

"There are four steamers from the Sound here with lumber. The beach is full of it. It is now the last of the wet season but malarial fever still prevails in the port. I have two sick men on board and it looks as though I had to go through my former experience.

"There have been three ships lost here lately; all struck on the outside shoals and got off again. Two of them sunk in deep water and became a total loss. The third, lumber loaded, is in the harbor full of water and will be condemned.

"There are no pilots except for the river. All the buoys are adrift and no improvement has been made whatever in the port since last year. I have now been discharging 12 days and have got out the between decks but they have stopped taking the lumber, claiming 31 lay days."

HARVEY MILLS

THE ship *Harvey Mills* was built at Thomaston, Maine, by Mills & Creighton, and was launched Sept. 4, 1876, and at the time ranked fourth in size among American merchant ships. She was 231 feet, by 43, by 29:7 feet; had three decks and registered 2077 tons. She was named after Capt. Harvey Mills of Thomaston, who belonged to the old school of navigators and whose friends and acquaintances comprised people from every clime and sphere. She cost $125,000 and was built to be commanded by Capt. Warren F. Mills, son of Captain Harvey, who had then retired from sea life to devote his attention to his shipping property.

The first charter of the *Harvey Mills* was for cotton from Port Royal, S. C., to Liverpool at £2 per ton. She ran down from Thomaston to Port Royal in 12 days against head winds which for 16 hours was of hurricane force and compelled her to run under bare poles. She got through safely, however, and on reaching port the local papers were filled with long accounts of "the largest ship that ever loaded cotton at a Southern port." The first of a long series of misfortunes was, however, about to commence.

On Dec. 27, 1876, when the ship was loaded and lying in the Beaufort River, fire was discovered in the hold and in spite of the exertions of the crew, assisted by sailors and marines from several United States vessels at hand and by men from shore, the fire continued for several days and was only extinguished when the ship was pumped full of water. Libels then poured in on the ship and cargo until it seemed as if every person who had witnessed the conflagration had put in a claim. The vessel and cargo were insured for about $500,000 and were abandoned to the underwriters. After much litigation matters were adjusted and the ship was towed to New York, her cargo discharged and the voyage abandoned. Repairs were made and the ship then put on the berth in Sutton & Co.'s line for San Francisco.

In August, 1877, the *Mills* arrived at San Francisco after a passage of 127 days from New York and then took grain to Liverpool in 103 days. Captain Mills was so elated over his fine run that he had a marine artist paint a picture of the ship, a miniature of himself appearing in a photograph thereof. However, before this first round voyage was completed, the ship was destined to meet with a second disaster. She loaded at Liverpool for New York and sailed Feb. 5, 1878. On the 13th she was in a terrific hurricane and lost all three topgallant masts with the heads of the topmasts, and the mainyard and lower maintopsail yard. She labored very heavily and much water went below through the decks, damaging the cargo. The sides of the ship were badly cut and chafed by floating wreckage and considerable of her copper was torn off. As if this were not enough for one passage, a later gale blew away a number of sails and she did not reach New York until March 13th.

The second voyage of the *Mills* was 141 days from New York to San Francisco, thence 124 days to Liverpool; and the third, 81 days from Liverpool to Valparaiso, whence she received orders to proceed to San Francisco, and made the run up in 43 days, then going to Liverpool in 115 days. She then made two more rounds between Liverpool and San Francisco, going out in 124 and 137 days and returning in 117 and 120 days. After loading at Liverpool for New York she sailed on May 19, 1882, and two days later ran into and sunk the British bark *Eta*, which was inward bound with a cargo of copper ore. The *Mills* lost her jibboom and had her bows opened up so badly that she was only saved from sinking by the united efforts of her crew and that of the *Eta*, who had been rescued at great risk. After most exhausting labors the *Mills* was finally worked into Crookshaven where thirty additional men were required to assist in keeping her afloat until she could be towed to Queenstown and put in graving dock. The value of the *Eta* and cargo was £32,000 sterling, for which amount the *Mills* was held responsible, it being decided that the collision was due to lack of her having a proper lookout and then twice altering her course. The *Mills* was sold by auction and bought in by her owners for £8,500. Under date of November 12th, Capt. Warren F. Mills wrote that the ship was just out of dock and ready to load for New York. He was about worn out by the complicated and annoying case, particularly by the very slow work done at Queenstown, which he described as being worse than he had ever experienced, even at Antwerp, which port, at that period, was noted for delaying shipping in many ways.

When the *Harvey Mills* was ready to resume her voyage to New York, Captain Mills turned her over to Capt. Gleason Young whose former command, the ship *Jane Fish*, had been sold shortly before at Liverpool, to go under foreign colors. The *Mills* left Queenstown December 5th, but put back 12 days later with the loss of her main- and mizzentopmasts and was ordered to Liverpool for refitting, Captain Mills again took charge, superintended repairs and eventually arrived at New York nearly a year after the collision with the *Eta*.

The following voyage of the *Harvey Mills* was made under the command of Capt. David B. Oliver, New York to San Francisco in 148 days, thence to Antwerp in 144 days, where Capt. John L. Crawford took command. The ship had the long run of 163 days to San Francisco, passing through several heavy gales but fortunately without sustaining damage. She then made a round voyage between Puget Sound and Santa Rosalia and one to San Francisco with coal from British Columbia.

On Dec. 13, 1886, the *Harvey Mills* sailed from Seattle for San Francisco and when about 150 miles at sea encountered an exceptionally heavy gale. All through the night of December 15th the ship was on beam ends. In an effort to right her the mizzenmast was cut away but in falling it also took over the mainmast. Within half an hour the ship went down stern first with Captain Crawford and eleven of the crew. In attempting to launch a boat it capsized and rolled over later being seen, bottom up, with three men hanging on trying to right it. Chief mate Cushman and three men who had jumped overboard, caught a piece of wreckage and at daylight saw another piece with five men on it. During the evening the pieces came together when it was found that one of the five men was dead. The two companies soon drifted apart and did not meet again. Two days after the wreck a high sea was running and Mr. Cushman's party were often under water. They caught a little rain water on the 17th and saw a bark heading towards them but the signals they raised on a stick were not seen and when the vessel was some two miles off she squared away and left. The next day a barkentine sighted the party and ran down to their relief but the wind failed and she passed about a mile off during the night standing by and showing plenty of lights. Towards morning a heavy fog set in and she was not seen again. Some hours later, however, the bark *Majestic* hove in sight and soon Mr. Cushman and his two companions were picked up. The third man had previously jumped into the sea when insane. Captain Berryman of the *Majestic*, and his wife, did everything possible for the wretched men who could not have lived many hours longer without food or water. They were landed at San Pedro and taken to a hospital where all recovered.

Capt. Harvey Mills was born in St. George, Maine, in August, 1817, and commenced following the sea at the age of twelve years. He was a master at 25 and during the following 30 years commanded the ships *Colonel Adams*, *H. L. Richardson*, *Montpelier*, *Franklin King*, *James Nesmith*, *Samuel Watts* and *Eliza McNeil*. When in the *Franklin King*, bound to London with lumber, the vessel became waterlogged. The crew were on the point of abandoning the ship on several occasions but through the strong will power that always characterized Captain Mills' efforts, he held them to the disabled vessel and finally succeeded in getting her into port. In 1873 he turned over the *Eliza McNeil* to his son Warren F. Mills and retired from sea life but continued active in shipping matters and in the public affairs of Thomaston until a month before his death in August, 1894.

Capt. Warren F. Mills was born in Thomaston, in 1849, and died in San Francisco in March, 1926. His ashes were sent East on the steamer *Kentuckian* to be laid away in the Mills family plot. While he was in command of the ship *Eliza McNeil*, Captain Mills was one of the promoters of a plan to get supplies for the relief of the inhabitants of Pitcairn Island and he saw to their delivery in his ship. After relinquishing command of the *Harvey Mills* he engaged in the stevedoring business in San Francisco with Capt. A. H. Herriman who had been master of the ship *Ivanhoe*. Later, Captain Mills was a marine surveyor in San Francisco where he had resided after retiring from sea life.

Capt. John L. Crawford was a native of Thomaston, but married a young lady of Searsport and thereafter made his home there. Prior to taking command of the *Harvey Mills* he had been in the ship *Andrew Johnson*.

HELICON

THE medium clipper ship *Helicon* was launched from the yard of Maxon, Fish & Co., at Mystic, Conn., in December, 1868, and was built for Calvin Adams of New York, who had been well satisfied with the performances of his ship *Garibaldi*, a former product of the same builders. Her dimensions were 185 feet, by 38:6, by 23:9, and she registered 1274 tons. She was a fine appearing vessel in all respects. In later years she was owned by Howes & Crowell of Boston, and in 1885 a half interest was purchased by San Francisco parties for $8,000.

The voyages of the *Helicon* from Atlantic ports were about equally divided between those to San Francisco or ports in the Far East. She had no fast passages to her credit but she consistently maintained a very good average. She was also fortunate in escaping mishaps, the most serious being on her passage from New York to San Francisco, in 1870-1871, when she lost her rudder off Cape Horn and was forced to put back to Rio de Janeiro for repairs which cost something over $10,000.

In 1885, the *Helicon* was engaged for a time carrying coal from British Columbia to San Francisco, after which she went to Hong Kong and then to New York. After her arrival at the latter port, in October, 1886, she was sold to Lewis Luckenbach and converted into a barge. During the heavy storms on the Atlantic Coast in November, 1898, she and the coal barges *Corsica* and *Quinnebaugh* were lost. Each barge had a crew of four men and ten of these lost their lives. The side-wheel steamer *Portland*, from Boston to Portland, Maine, was lost in the same storm with about 150 lives.

The first master of the *Helicon* was Capt. William Albert Rogers, generally called Capt. Albert Rogers, who was a native of Searsport, and who, some six years later, made a voyage in the ship *Ericsson* and then took command of the new ship *Josephus*. He was succeeded in the *Helicon* by Capt. Thomas B. Howes who continued in command until she was sold.

HENRIETTA

THE main skysail-yard ship *Henrietta* enjoys the distinction of being the only vessel of any size to be built at Bucksville, South Carolina, a small place whence originated white oak and hard pine used in shipyards of the Northern States. Capt. Jonathan C. Nickels, a retired master mariner but then a shipowner of Searsport, Maine, conceived the idea that it would be to his advantage to have a ship built at a place from which he had previously obtained his materials, and early in 1875 he sent his master builder, E. Dunbar, accompanied with a crew of ship carpenters, riggers, blacksmiths, etc., and a supply of iron, cordage and the like, to the Southern port. The outcome was the production of the full-rigged ship *Henrietta*, 201 feet, by 39, by 24 feet, registered tonnage of 1203. She was launched in April, 1875, and was named after the second wife of her owner, whose first wife had had a vessel named in her honor, the bark *Sarah A. Nickels.*

To try out his new ship Captain Nickels took command for the first round voyage, which was from Bucksville to St. John, N. B.; thence with deals to Liverpool and then back to St. John, his wife accompanying him. Several days before the *Henrietta* left Liverpool, on the return to St. John, Capt. David Nickels, a brother of Capt. Jonathan C., had sailed in his ship *Lucy A. Nickels*, named after his wife, for St. John, also. The friendly race was won by the *Henrietta* making port a day in the lead. The performances of the new ship were satisfactory to Captain Nickels and throughout her sea life she was called a successful vessel but the experiment of building in the South was not repeated. The expense of transporting and maintaining New England workmen so far from home, not to speak of other possible inconveniences of climate, depth of channel, furnishing of supplies, etc., was greater than anticipated and Captain Nickels had his next ship, the *R. R. Thomas*, which was also his last, built at Searsport.

On completion of the maiden voyage of the *Henrietta*, her command was given to Capt. Edward D. Blanchard who, except for two voyages, continued in the ship as master some 13 years. Capt. James C. Gilmore then made two voyages after which Capt. Andrew M.

Ross had her until she met her fate. All the masters of the ship were natives of Searsport.

The *Henrietta* was operated mainly in trade with the Orient or Australia. Her only passage to a North Pacific port, via Cape Horn, was in 1891, from New York to Portland, Oregon. Her passages averaged well for a ship classed as a carrier. On one occasion when Capt. Charles M. Nichols was relieving Captain Blanchard, the ship left Ilo Ilo in the full strength of the southwest monsoon, yet was clear of the Straits of Sunda on the 24th day out. The ships *Frank N. Thayer*, *Centennial* and *Ringleader* and bark *Belle of Oregon* sailed at about the same time as the *Henrietta* but none of them passed Anjer inside of 40 days, while other ships were as long as 50 days. Captain Nichols credits his good run to the fact that he got a good slant of wind and had continued better luck than his rivals all of which were first-class vessels and regarded as good sailers.

On a voyage from Hong Kong to London, in 1880, the *Henrietta* was dismasted in a typhoon, nothing being left standing except the lower main- and mizzenmasts. Captain Blanchard managed to work her into Singapore where she was refitted. An old iron mast from a steamer was made to do duty as a foremast and topmasts were fashioned out of teak timber. Two years later, when the ship was bound to Sydney from New York, Captain Nichols discovered the mainmast to be badly sprung and decayed under the eyes of the rigging. It was fished as well as possible although but little sail could thereafter be carried on that mast in other than very moderate weather. From the Cape to Australia everything above the maintopmast had to be sent down yet the passage to Sydney was accomplished in 103 days. An iron mainmast, to match the foremast, was put in the ship at Sydney.

In August, 1894, the *Henrietta* loaded some 800 tons of manganese ore and crockery at Yokohama and proceeded to Kobe to complete her lading for New York. She was overtaken by a typhoon when entering Kobe harbor, and the pilot in charge ran her back some 15 miles to what was considered a secure anchorage. The strength of the wind, however, increased to such an extent that the vessel dragged and although the masts were cut away, the ground tackle parted and she

Capt. Amos A. Dow
Ship *Lucy A. Nickels*

Capt. Leroy Dow
Ship *Clarissa B. Carver*

Capt. F. C. Duncan
Ship *Florence*

Capt. John B. Emerson
Ship *Eliza McNeil*

Capt. James W. Ford
Ship *A. G. Davis*

Capt. E. V. Gates
Ship *L. Schepp*

Capt. Daniel S. Goodell, Sen.
Built Ship *Brown Brothers*

Capt. Daniel S. Goodell, Jr.
Ship *Brown Brothers*

went ashore. All hands landed safely and later the *Henrietta* was floated and towed to Kobe where everything was sold for the benefit of all concerned. Eventually the hull was broken up, the frame being cut into kindling wood and sold in small bundles.

After relinquishing command of the *Henrietta*, Capt. Edward D. Blanchard took the ship *R. R. Thomas* and reference to his career as a shipmaster appears in the account of that ship.

Capt. James C. Gilmore, who made two voyages in the *Henrietta*, had commanded small vessels when a young man and later was master of the barks *Investigator*, *Edwin Reed* and *Homeward Bound*, the latter built at Searsport in 1864. In 1892 he made a voyage in the *Abner Coburn* and then retired from sea life. Captain Gilmore had a brother, Capt. J. Locke Gilmore, one of whose commands was the ship *Western Chief* built at Belfast, Maine, in 1854.

Capt. Andrew M. Ross was the son of Capt. Andrew J. Ross who was for a time master and principal owner of the ship *Premier* and later a shipbuilder at Belfast, Maine. The first command of Capt. Andrew M. Ross was the brig *Sally Brown* which he took in 1873 at the age of 21 years. Later, he was master of the bark *Nellie May* and in 1882 made a voyage as relieving captain in the ship *R. R. Thomas*. His term of service in the *Henrietta* was from 1891 until she was wrecked, after which he retired from the sea to make his home in Searsport and is one of the town's most respected citizens.

Capt. Jonathan C. Nickels came from an old seafaring family and in 1846 took command of the new brig *Catherine Nickels*. In 1852 he transferred to the new bark *Sarah A. Nickels* and later had the ships *Emperor* and *E. Sherman*. He then bought and commanded in person the *Moonlight*, *Wild Rover* and *Resolute*, after which he retired from the sea to manage his shipping property. Following his death in October, 1889, his affairs were looked after by his brother Capt. Albert V. Nickels who is referred to in account of the ship *Iroquois*. Another brother, David, was well known in connection with his command, the ship *Belle of Bath*. The career of a third brother, Capt. E. D. P. Nickels, is recorded in the account of the ship *Resolute*. A fourth brother, Capt. John Fred Nickels, was an Acting Volunteer Lieutenant, U. S. N., during the Civil War and commanded the clipper ship *Onward* which had been purchased by the Government and fitted out as a sailing cruiser. As such and equipped with a 30 pounder Parrott rifle and eight 32 pounders, and a crew of 103 men, she was sent to sea to search for Confederate privateers and at the same time protect homeward bound merchantmen. In January, 1863, she captured the British brig *Magicienne* which was attempting to run the blockade into Charleston. Capt. John Fred Nickels died in New York many years ago.

HENRY B. HYDE

THE famous ship *Henry B. Hyde* was built in the Bath shipyard of Flint & Co., New York, by master builder John McDonald, and was named after the president of the Equitable Life Insurance Company. In October, 1899, she was sold with the rest of the large fleet of sailing ships belonging to Flint & Co. to the California Shipping Company of San Francisco and they remained owners until she was lost.

The *Hyde* was built to be commanded by Capt. Phineas Pendleton, 3rd, who owned an interest in her, and aside from three occasions when he was relieved for a passage or round voyage by Capts. John G. Pendleton, James P. Butman, or Joshua B. Nichols, he continued in her as master until 1897. Thereafter, Capts. Theodore P. Colcord, D. A. Scribner and William McLeod each made a voyage or so. Capt. E. T. Amesbury had command on the last passage she made, San Francisco to New York. All her masters, except the last three, hailed from Searsport.

The registered tonnage of the *Henry B. Hyde* was 2580 gross; 2462 net; and her dimensions were: length of keel, 260 feet; length over all, 290 feet; beam, 45 feet; and depth of hold, 29 feet. She had the distinction of being the largest ship built in Maine up to the time. She was launched Nov. 5, 1884, and was constructed in the strongest possible manner and of the best materials obtainable. Her hull was cross-braced with iron straps 45 feet long, 5 inches wide, and

5/6 of an inch thick. Her yellow-pine planking was 5 inches thick and her frame was of heavy white oak. More than 200 tons of iron were used in her construction and 4425 sheets of copper, she being metaled on the stocks. The yards on the fore- and mainmasts were of the same dimensions and in length were as follows: lowers, 90 feet; lower topsails, 82 feet; uppers, 74 feet; topgallants, 61 feet; royals, 50 feet, and skysail yards, 40 feet. She had wire rigging. Her cost was upwards of $125,000 and she was undoubtedly one of the finest wooden ships ever built in this or any other country. On her arrival at New York, on Dec. 1, 1884, from Bath, 26 days after she had left the ways, the "Shipping List" said of her: "The *Henry B. Hyde* is as fine a specimen of marine architecture as ever entered this or any other port and as speed has not entirely been overlooked in the make-up of her model it is expected that she will make good time on her run out to the Golden Gate."

The *Henry B. Hyde* was built for the San Francisco trade and practically her whole sea life was spent therein. Of her 16 completed round voyages 13 of the outward runs were from New York and two from Baltimore, the other being from Norfolk to Honolulu. One return was with nitrate from Caleta Buena; seven were with grain to Liverpool; four were to New York direct and the other four, from Honolulu to New York. She left New York on her maiden voyage, Feb. 24, 1885, with a crew of three mates, a boatswain, carpenter, sailmaker, cook, steward, cabin boy and 24 men before the mast and made the passage to San Francisco in 123 days; had fore- and maintopgallant masts carried away in a heavy squall when 16 days out yet crossed the Line on the 23rd day at sea; in the North Pacific had much light weather and was 31 days from the equator to port. From San Francisco she went to Liverpool in 96 days.

Between 1890 and 1893 the *Hyde* made four passages from New York to San Francisco in 108, 108, 105, and 112 days and the average of all her outward passages to the Golden Gate is 124 days, 153 days being the longest. On this occasion, which was in 1900, Captain McLeod reported having nothing but adverse winds throughout with a long spell of very bad weather off Cape Horn.

The average of the *Hyde's* seven passages from San Francisco to the United Kingdom is 107 days; 96 days the fastest and 114 days the slowest. The four runs to New York were made in 88, 94, 135, and 110 days respectively. The passage from Caleta Buena to New York was made in 80 days in spite of the fact that when 10 days out the ship lost jibboom, fore- and maintopgallant masts and some yards in a sudden squall. In 1889 she ran down from San Francisco to Honolulu in 9 days, 4½ hours. Her four passages from the Hawaiian Islands to New York were made in 100, 109, 104, and 133 days.

On her 96-day run from San Francisco to Liverpool, generally favorable weather was met with most of the way and the ship was off Point Lynas when 95 days, 6 hours out. From Liverpool she crossed to New York in 22 days and had logged since first leaving that port some 35,000 miles in 241 sailing days and carried 8800 tons of cargo.

The 88-day passage of the *Hyde*, from San Francisco to New York, was made in 1888 while Capt. John G. Pendleton was in command, relieving his nephew Phineas Pendleton. Capt. Selwyn McGilvery of Searsport, formerly master of the ship *David Brown*, was chief mate. The ship had a full cargo of refined sugar, 60,791 bags. Moderate to light winds were experienced in the Pacific and Cape Horn was not rounded until the 50th day out. Thereafter, however, remarkably fast time was made the ship being only 19 days from the Cape to the Line and 19 days thence to port. Mr. Amos D. Carver, now of Baker, Carver & Morrill of New York, whose father, Capt. George A. Carver, was then a member of that firm, recalls very distinctly the arrival of the ship and recounts the following incident: "When the *Henry B. Hyde* was reported to my father as being off the Hook in tow, the number of days she was out were checked up and found to be 87. My father said the report must be in error. Later, when Captain Pendleton came walking into the office and extended his hand with the inquiry, 'Well, George; how are you? Any letters from home for me?' 'No, John,' was the reply. 'We were not looking for your arrival for three weeks. I'll say, John, you sure made a fine run.' 'Fair, George, only fair,' was the response. 'I'd have broken the record if we hadn't been becalmed ten days near the Pacific equator.'"

The *Henry B. Hyde* met with a number of mishaps during the course of her voyages some of which came near being very serious. On several occasions she had important spars and sails carried away and in 1886 was badly damaged by collision in San Francisco Bay. While being towed by a tug she got foul of the ship *Parker M. Whitmore* and both vessels drifted down on the whaling bark *Northern Light* all three being damaged before being separated. On the voyage from Norfolk to Honolulu, in 1899-1900, the coal cargo of the *Hyde* was discovered to be on fire and the ship was steered for Valparaiso where it was all discharged. After a delay of some seven weeks the voyage was resumed with about 1700 tons that had been reloaded and Honolulu was made after a passage of 38 days from the Chilian port. In 1902 the *Hyde* had another experience with fire in her cargo. She had left Baltimore, May 18th, for San Francisco and when in the vicinity of Cape Horn her coal cargo was found to be badly heated. Captain McLeod decided it wisest to run for Cape Town and anchored in Table Bay on August 19th. There, some 600 tons were discharged and the voyage resumed, the ship arriving at San Francisco, December 25th, being 221 days out from Baltimore and 82 days from Cape Town. This round voyage, the last made by the *Henry B. Hyde*, was completed by her going from San Francisco to New York in 110 days.

At New York the command of the *Hyde* was given to Captain Pearson, formerly second officer of the Pacific Mail Steamer *City of Peking*, and she left in tow for Baltimore to load for San Francisco. On Feb. 19, 1904, she broke adrift from her tug during a heavy gale and was driven ashore at Dam Neck Life Saving Station, some ten miles south of Cape Henry. Wrecking steamers were unable to render assistance but took out the ship's stores and the crew were safely landed. The ship soon became badly sanded and the storm continuing she was sold as she lay. Later she was floated but another storm coming up she again stranded and during the night of October 4th, was broken in two. More than a year afterwards it was reported that the wreck was to be blown up in an effort to recover the masts.

A momentous passage made by the *Hyde* from New York was reported by Captain Scribner on his arrival at San Francisco in December, 1897. It appears that among his crew there was not a single sailor; all were Bowery pugilists and other rough characters and each and every one was at least semi-mutinous during the whole run. Captain and officers were at the mercy of the mob without having any recourse; they were allowed merely to navigate the ship while the crew did as they pleased.

Capt. Phineas Pendleton, 3rd, was born in Searsport in 1832, his parents being Capt. Phineas, 2nd, and Wealthy Carver Pendleton. When quite young he succeeded his father as master of the barks *Henry Buck* and *Phineas Pendleton*, and in 1864 was given command of the new ship *David Brown*. Later he was master of the ships *Bosphorus*, *R. B. Fuller*, *Nancy Pendleton*, *St. Nicholas*, *Manuel Llaguna*, *Elizabeth* and *Henry B. Hyde*, being appointed to the last three ships before they were launched. On relinquishing command of the *Hyde*, in 1897, he retired from seafaring and for about five years had a fruit ranch in the Santa Clara Valley, Cal. He then returned East and spent most of his time at his home in Searsport, during the winters staying with a daughter living in Worcester, Mass. He died there in April, 1909, but was buried in his home town. The Captain was highly respected for his many fine qualities and was one of the most able and successful of old-time American shipmasters.

Capt. William J. McLeod, who made two voyages in the *Henry B. Hyde*, towards the end of her career, was a native of Nova Scotia and sailed in vessels owned there for many years. After arriving on the Pacific Coast he had command of the *Rufus E. Wood* for a time and on relinquishing the captaincy of the *Hyde*, had the steel four-masted bark *John Ena*. He died in San Francisco in 1924. Capt. James P. Butman commanded many ships, his last being the *E. B. Sutton*. He died in Searsport, in 1920, at the age of 72 years. Capt. Edmond T. Amesbury of Rockport, Maine, was well known in connection with his command, the ship *S. D. Carleton*, in which he served as master some 12 years.

HENRY S. SANFORD

THE ship *Henry S. Sanford* was built by John Harward and Son, at Bowdoinham, Maine, and was launched in October, 1869. She was 180 feet, by 36, by 23 feet, and registered 1159 tons. She was named after a former United States Minister to Belgium, who owned an interest in her as did also Capt. Edward G. Eastman, then the United States Consul at Glasgow. For a time she was managed by her builders; later she was sold to Nesmith & Sons of New York. In the early '70's she was run down, while at anchor in the harbor of Callao, by the famous ship *Donald McKay*, which was then under the British flag, and sustained considerable damage. Some time subsequently she was laid up at Bath being in need of extensive repairs. She was finally purchased by Capt. Nathan P. Carver who had her thoroughly overhauled and re-classed and thereafter she was managed by Pendleton, Carver & Nichols.

The *Sanford* is described by one of her commanders as a ship of the old kettle-bottom, tumble-home type, a dull sailer and altogether a vessel that no one ever considered it an honor to command. Most of her career was spent in carrying coal, case oil and guano. On two occasions she took wheat from the North Pacific Coast to Europe.

Capt. William H. Dunphy was the first master of the *Sanford* and was in her about four years, then taking the ship *Occidental*. The Captain's career as a shipmaster is recounted in connection with that ship. Thereafter the *Sanford* had several different commanders before her purchase by Captain Carver who took her for a short time and then turned her over to his brother-in-law Capt. George W. Pendleton. On a voyage from Manila to New York, in 1887, Captain Pendleton and four of his crew died of beri-beri and the passage was completed by chief officer Samuel Curtis, Jr. The latter not caring to continue in the ship, retired from sea life to engage in the stevedoring business at Brunswick, Ga., with a brother, Capt. Henry G. Curtis. Capt. Benjamin F. Colcord then took the *Sanford* and completed a voyage from New York to Sydney, thence from Newcastle to Manila with coal. Later, while the *Sanford* was loading at Cebu for home, she was dragged into by a Norwegian vessel during the prevalence of a typhoon having her masts carried away and her hull badly damaged. Later, her wreck was towed to Manila where it was condemned and sold and the hull subsequently used for coal storage.

HENRY VILLARD

THE ship *Henry Villard* was built by Arthur Sewall & Co., at Bath, Maine, and was launched May 17, 1882. She was 219:2 feet by 39:8, by 24:8 feet, and registered 1475 tons. William H. Starbuck of New York was managing owner for about eight years. G. S. Dearborn then appears as her manager until 1901 when she was sold to parties represented by Hind, Rolph & Co. of San Francisco.

The *Villard* was named after the first president of the Northern Pacific Railway and was built to carry material used in constructing the road. She took out the first cargo of rails sent to the Columbia River and thereafter many of her voyages were to Portland, Seattle or Tacoma with similar material. She was not much in evidence in the California trade, making between 1886 and 1896 only three passages to San Francisco. On two or three occasions she took case oil to the Orient and in 1901 made a voyage from Savannah, Ga., to Honolulu with phosphate rock, then being sold. Thereafter she was operated at intervals in the coastwise trade but most of her voyages were between the Pacific Coast and Honolulu or Australia. In 1911 she was chartered by Bates & Chesebrough for a round voyage between San Francisco and Balboa, being towed both ways, and on returning was laid up over two years. James Griffiths of Seattle then purchased her for conversion into a barge and for over ten years she carried coal and ore on Puget Sound. In February, 1929, after having been laid up at Winslow a long time, she was purchased by ship breakers who had her towed to Richmond Beach, saturated the hull with gasoline and then burned it to recover the copper and iron used in her construction.

The *Villard* was a good carrier, generally loading 2250 tons of wheat, and has no fast passages to her credit. Her best run from an

Atlantic to a Pacific port was 130 days, and returning eastward, 127 days. On three occasions she took sugar from the Hawaiian Islands to New York and these passages were made in faster time, proportionally, than her runs to or from Coast ports, they being 97, 100 and 107 days. On one of her westward passages she was 42 days rounding Cape Horn, being partially dismasted and forced to put into Valparaiso for repairs. In another instance she went out by way of the Cape of Good Hope and had to put into Melbourne, where a considerable portion of her cargo was discharged before a bad leak could be found and stopped.

The first commander of the *Villard* was Capt. James G. Baker, formerly in the *Sterling*, who met death while master of the *Kenilworth.* Captain Baker made two voyages in the *Villard* and was succeeded by Capt. Fordyce B. Perkins of Kennebunkport, who had been ten years master of the *Mount Washington.* After serving eight years in the *Villard*, Captain Perkins turned the ship over to Capt. Frank W. Patten, a former mate of the *Kenilworth.* Captain Patten was born in Bath, in 1854, the son of Capt. Lincoln Patten, for many years in command of the ship *India.* Young Patten first went to sea before the mast in the ship *Humboldt*, and later was in the *Storm King.* His first command was the bark *Niphon.* After serving three years in the *Villard*, he had the steel schooner *Kineo* some nine years and then retired from sea life on account of poor health. A year later, in January, 1913, he passed away at South Byfield, Mass.

Capt. Eben L. Murphy made two short voyages in the *Villard*, in 1898, and then took the *George Stetson.* He was succeeded by Capt. Richard Quick of Bath, but a native of Newfoundland, who had started sea life at the age of 12 as a fisherman. At 17 he was mate of the schooner *Ocean Belle* at $18 per month, and the next year shipped on his first American vessel, the three-masted schooner *Jonathan Sawyer.* Captain Quick was in the *Villard* three years, and then in the *Edward Sewall*, 21 years. Since then he has commanded oil tankers and is now master of the Texas Oil Company's steamer *Texas.*

ICEBERG

THE ship *Iceberg* was built at East Boston, Mass., by Justin Taylor, for the Tudor Ice Company of Boston and was launched in April, 1877. She was 177 feet, by 37, by 24 feet, and registered 1135 tons. For several years she carried ice and some general cargo to ports in the East Indies, returning with Oriental produce, and then passed into the hands of William E. Barnes, a shipowner and broker of New York. After the death of Mr. Barnes the ships for which he had been agent went under the management of R. P. Buck & Co., of which firm Daniel and John V. Barnes, brothers of William E., were members.

Following the sale of the *Iceberg*, by the Tudor Company, she was operated to a considerable extent in trade with the West Coast of South America, although she occasionally went out to the Orient and on one occasion made a passage from New York to San Francisco. Her passages were made in fair time, as a rule. Much of her ownership was vested in Searsport parties, after her purchase by Mr. Barnes, and her commanders were shipmasters hailing from that place. For a number of years she was commanded by Capts. Forest W. Treat and Andrew L. Carver, they taking turns about. Capt. Frank L. Carver, nephew of Capt. Andrew L., made one voyage to the West Coast in the ship.

The *Iceberg* appears to have had an uneventful career until November, 1895, when she was destroyed by fire while loading nitrate at Iquique. It was believed that the fire was deliberately set by members of the crew but at an investigation which followed, this could not be proved. Capt. Forest W. Treat was in command at the time.

Capt. Forest W. Treat was born in 1842, the son of a farmer, but went to sea in early life. At the age of 22 he was master of the brig *Celia M. Carver.* In December, 1865, the brig, while bound from a Southern port with ship timber to be used in building the *S. F. Hersey* at Searsport, was hove on beam ends and became water-logged off Cape Cod. Several days later the crew were taken off the wreck by fishermen, all suffering severely from frost bite, Captain Treat the most seriously. He lost one leg above the knee, two fingers and a portion of one foot, by amputation, and throughout the remainder of his life used an artificial leg. The Captain was a man of great energy and grit and continued at his vocation over 30 years. After the loss of the *Celia M. Carver* he was in the bark *Aberdeen* and in 1873 took command of the new bark *Herbert Black*. In the latter vessel he made many voyages in the trans-Pacific trade, transporting Chinese passengers from Hong Kong to the Columbia River. Following the burning of the *Iceberg* he made a couple of voyages in the ship *St. Paul* and then retired. He died a number of years ago, at Searsport, universally esteemed by hosts of friends.

Capt. Andrew L. Carver was the son of John Carver, shipbuilder of Searsport, and in 1867 took command of the new brig *Amy A. Lane*. Later vessels of which he was master included the bark *Wakefield* and the ships *Mary L. Stone*, *State of Maine* and *E. B. Sutton*. On retiring from the latter, about 1900, he retired from sea life.

Capt. Frank L. Carver was a nephew of Capt. Andrew L. Carver. His first voyage as master was in the bark *Albert Russell*, 721 tons, built in Newburyport in 1875 and owned principally by Searsport parties. In this vessel he made a voyage to New Zealand and return to New York, then being relieved by Capt. Peter C. Cane. This was in 1887 and on Captain Cane's first voyage in the bark she capsized at sea two weeks after leaving port. Captain Cane, his wife, two small children and all the crew, except two seamen, were lost overboard. The two survivors were two weeks on the water-logged vessel before being rescued by a passing ship. Captain Carver's second command was the bark *C. P. Dixon* of New York and in her he made a round voyage to Chile and then made a voyage in the *S. P. Hitchcock* to San Francisco and Liverpool. Following this was one in the ship *L. Schepp* to San Francisco, Japan and New York, after which he took the *Iceberg*, taking her to three ports in Chile and loading nitrate back to Boston. The Captain's last command was the steel three skysail-yard ship *Bangalore* in which he went from New York to Java, Manila and London. The *Bangalore*, later an American ship, was then under the British flag and after completing his voyage in her

Captain Carver retired from sea life. He is now living in Southern California.

A sister ship of the *Iceberg* was built by Robert E. Jackson, at East Boston, for the Tudor Company, and was launched a few weeks later than her companion. This ship was named *Ice King* and had for a figurehead a full-size image of Frederick Tudor who had passed away some time before. The *Ice King* was operated only a few years in the trade for which she had been built, then being sold for general freighting. In May, 1886, while owned by McKay & Dix of New York she was sunk by collision.

Another sister ship, the *Iceland*, 1179 tons, was launched from Robert E. Jackson's yard, a few months after the *Ice King*. In March, 1878, she was posted as missing.

INDIANA

THE *Indiana* was built by E. & A. Sewall, at Bath, Maine, and was launched Oct. 31, 1876. She was 208:9 feet, by 40, by 23:9 feet, and registered 1488 tons. She was owned by her builders until 1898 when the Alaska Packers Association of San Francisco, purchased her for operation in connection with their salmon canneries in Alaska. In 1925 she was sold by them to ship breakers but soon thereafter was resold to be used by the de Mille motion picture interests and in the piece called "Splendid Road," the *Indiana* is made to appear as an old-time ship named the "Colonial Dame." She and the ship *Bohemia* appear in the picture "The Yankee Clipper."

While operated as a general carrier the *Indiana* was employed almost entirely in trade between the Atlantic and Acapulco, San Francisco or Portland, Oregon, and made in all 14 passages to those ports. The majority of these were made in quite slow time, 140 to 160 days, the fastest being 125 days. Eastbound, her only good run was in 1885 in 106 days from San Francisco to Queenstown, and the average of all her passages in the grain trade is 130 days. She was, however, a good carrier and profitable to her owners, besides being fortunate in escaping damage at sea.

In December, 1876, while being towed down the Delaware River, on her maiden voyage, bound to San Francisco, the pilot in charge was stricken with apoplexy and Captain Shaw of the Baltimore tug *Mary Shaw* boarded the *Indiana* to take his place. The tug was sent back to Baltimore with the pilot but on returning could not find the ship she having been compelled to put to sea on account of a heavy blow coming on. No opportunity offered to send Captain Shaw back on an inbound vessel and he was an involuntary passenger all the way to San Francisco. Not knowing the circumstances his family were in ignorance of his whereabouts until advised of his arrival on the Pacific Coast.

While the *Indiana* was at Hilo, loading sugar for New York, in May, 1895, and had taken some 1800 tons on board, a large hole was found bored in the bow of the ship, near the keel, supposed to have been done by one of four seamen who had deserted. The water poured in to such an extent that a large steam pump had to be installed to aid the ship's pumps in keeping the hold clear until the hole was stopped by a diver.

The best known commanders of the *Indiana* were Capt. Parker W. Morrison of Bath and Capt. Lewis S. Colley of Thomaston. Captain Morrison served as her master some nine years then taking the bark *Andrew Welch*, engaged in trade between San Francisco and Honolulu. On retiring from sea the Captain became Port Superintendent for the Matson Navigation Company. Captain Colley was in command of the *Indiana* eight years and, when she changed hands, took the *W. F. Babcock* and four years later the steel ship *Dirigo*. Captain Colley was in command of the *Bangalore* when she was posted as missing in 1908.

INTREPID

THE ship *Intrepid* was built by E. & A. Sewall, at Bath, Maine, and was launched in February, 1864. She was 183:6 feet, by 36:5, by 23:8, and registered 1126 tons. Her first commander was Capt. H. O. Winsor.

The maiden passage of the *Intrepid* was from New York to San Francisco and for seven years thereafter all her outward passages from North Atlantic ports were to the Golden Gate. These totaled five of which four were from New York and one from Liverpool. They averaged 156 days, the first passage the ship made, 140 days from New York, being the fastest. One return was to Liverpool in 128 days and one to New York in 121 days. The other three were made by way of Callao or the Pacific guano islands. Following her last run out from the Atlantic, which was in 1870, a round voyage was made between San Francisco and Hong Kong, 44 days outward, 69 days returning. The ship then took a cargo of lumber from Puget Sound to Australia, returning to San Francisco with coal from Newcastle; passage 56 days. In 1873 she took coal from Cardiff to Panama, thence proceeding to Honolulu to outfit for a guano voyage from Baker's Island to Europe.

As will be seen the voyages of the *Intrepid*, as noted, were generally quite long. None of them appear, however, to have been eventful except the last passage made from the Atlantic to San Francisco in 171 days. On this occasion she reached port leaking badly and with hull and rigging damaged to such an extent that repairs cost $14,000.

In December, 1877, the *Intrepid* was sold at New York for $30,000 and went under the German flag as the ship *Hedwig*, of Bremen.

Capt. H. O. Winsor was in command of the *Intrepid* four years. Capt. Thomas S. Spencer succeeded and made one round voyage lasting nearly two years. Capt. Thomas S. Lloyd then took charge and something over a year later turned the command over to Captain Dunbar. In 1873-1874 Captain Simmons was master of the ship.

A medium clipper ship named *Intrepid* was built by William H. Webb at New York, in 1856, and under command of Capt. E. C. Gardner had the reputation of being a fast sailer. In March, 1860, while bound to New York from Hong Kong with a cargo valued at upwards of $650,000, she went ashore on the Belvedere Reef, near the island of Banca. The masts were cut away to prevent her predicament being noticed by any Malay pirates who might be cruising in the vicinity, but the ruse was not successful and soon a large fleet of proas surrounded the distressed *Intrepid*. A fierce encounter ensued, the ship being armed with two nine-pound cannon, besides having a good supply of small arms and boarding pikes. At one time the pirates succeeded in gaining the deck of the ship but were driven off, boiling water having also been used with good effect. Many of the Malays were killed on the deck of the ship and in their proas and one of the crew of the *Intrepid* met his death. The pirates then withdrew for a distance and a sail was seen approaching. The ship was then set on fire, all hands taking to the boats to meet the approaching vessel. Another attack made by the pirates, on the boats, was repulsed and after a hard row the *Intrepid's* company reached the stranger which proved to be the French clipper *Gallilei*, which picked them up and landed them at Anjer. A small steamer was sent from Singapore to the scene of the wreck and on arrival found the Malays in possession, they having boarded the *Intrepid*, extinguished the fire and engaged in looting the vessel. They were finally dispersed by two Dutch gunboats and later a small portion of cargo was salved.

IROQUOIS

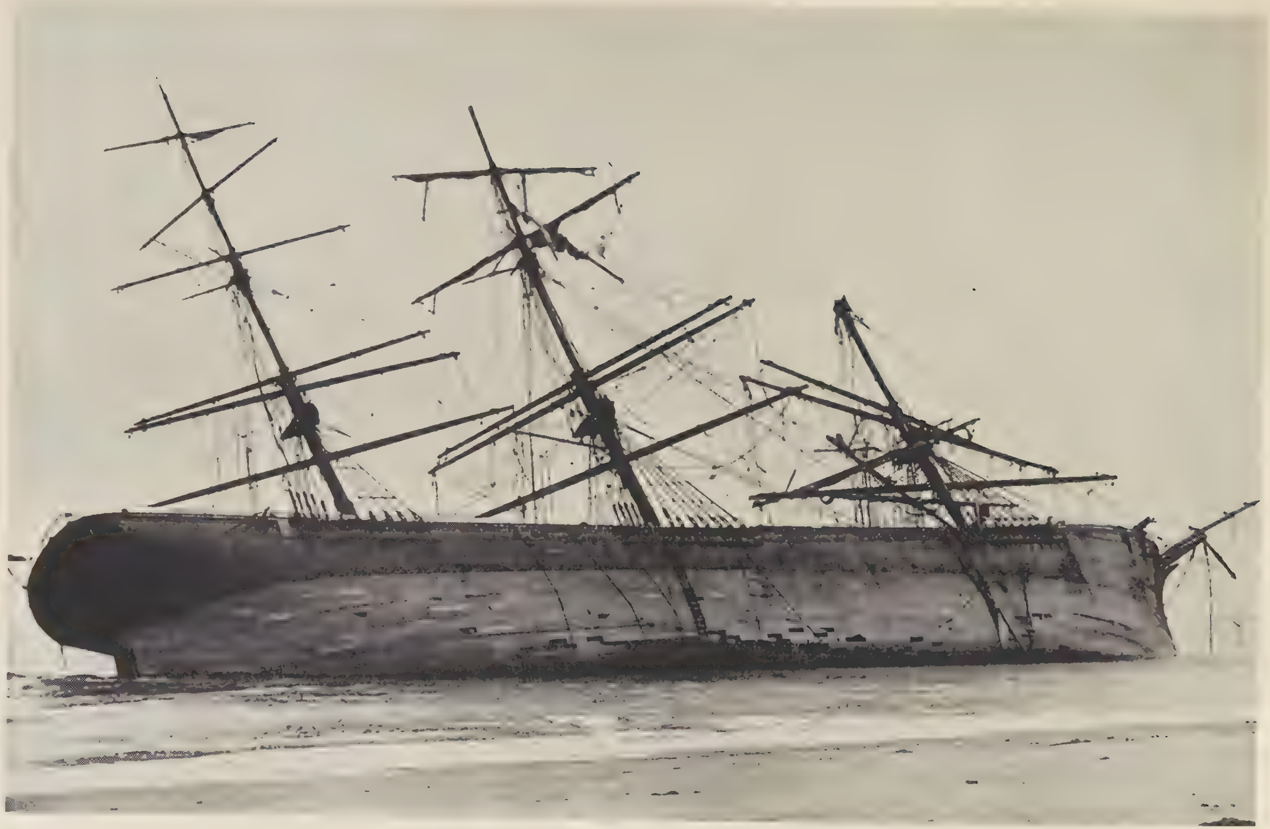
THE fine ship *Iroquois* was built by Arthur Sewall & Co., at Bath, Maine, and was launched Nov. 25, 1881. She was 239 feet, by 43:6, by 27:9 feet, and registered 2121 tons. She had double topgallant yards and crossed nothing above royals during practically her whole sea life. On her last completed passage, which was from San Francisco to New York, she was dismasted in a hurricane off the Bermudas and on being refitted after her arrival in port, was rigged as a bark. She was owned by her builders during her entire career. Her first commander was Capt. Albert V. Nickels of Searsport, and aside from one voyage when he was relieved by Capt. Albert C. Otis, Captain Nickels was her master until 1891. His brother, Capt. E. D. P. Nickels, then made two round voyages between Atlantic and Pacific ports and one between Puget Sound and Alaska. Capt. William Taylor, who had been in the *Reaper* and other ships owned by the Messrs.

Sewall, then made three passages to San Francisco from the East Coast, returning thence with sugar from Honolulu. Capt. Chadwick Thompson took the *Iroquois* at New York in 1898 and continued in command until she was lost.

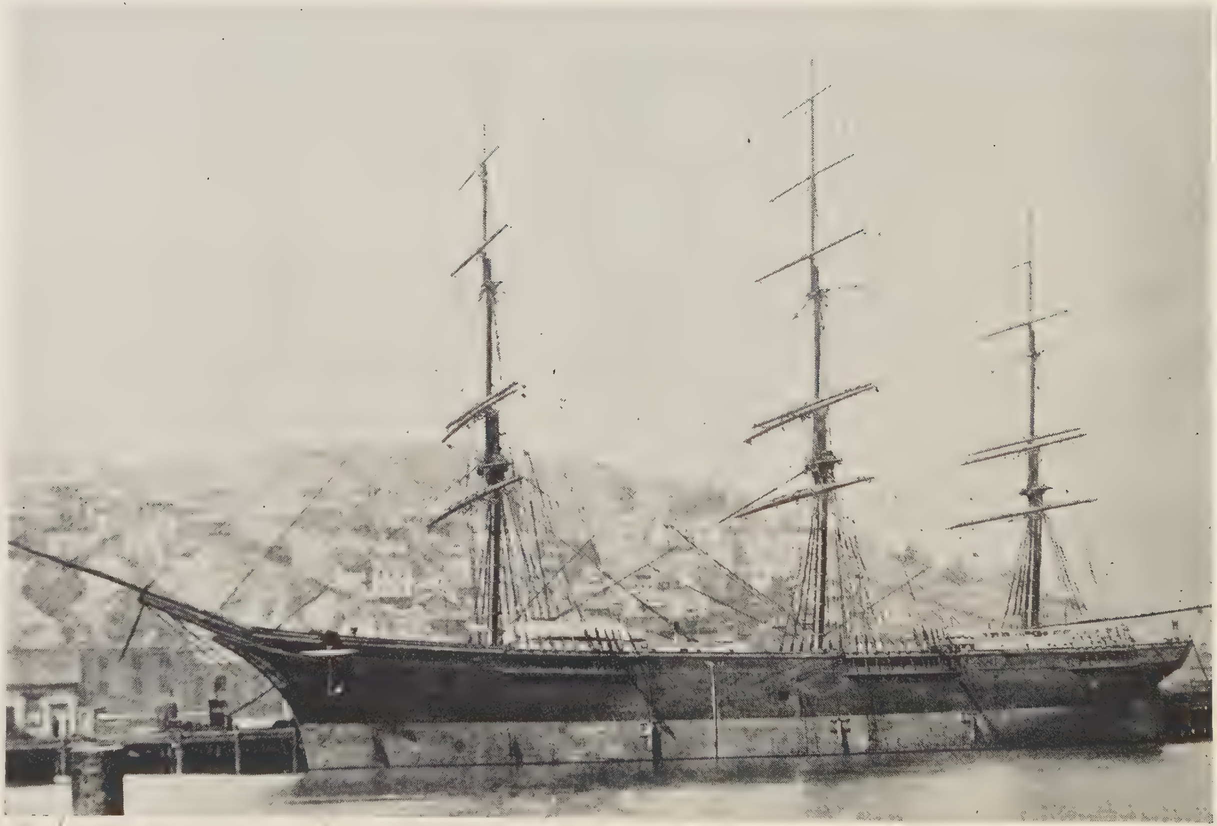
The *Iroquois* was not named after an Indian tribe but in honor of the only American-bred race horse that ever won the English Derby. She was built for the California trade and practically all her outward passages were from Atlantic ports to San Francisco. Exceptions were: one run from Cardiff to Acapulco and one from New York to Honolulu. She was never in the Far East trade being lost on the first outward passage undertaken in that direction.

The winning of the Derby by the race horse "Iroquois" attracted a great deal of attention at the time. A veteran American correspondent located in England at the time wrote home: "Nothing we could have done — not the victory of the yacht *America,* nor our winning the international rifle match — no, nor the invention of the sewing machine — nor the telegraph — nor the telephone — nor any exploit in all our long list, has brought us that kind of renown that goes with winning the Derby." The "Iroquois" had been bred near Philadelphia and bought when a yearling by Pierre Lorillard for $7,000. He was sent to England in 1879 and the following year started in twelve races, winning four. In 1881 he won the Derby by half a length and the St. Leger over a longer course, by a length. Between the two great events he won the Prince of Wales stakes at Ascot, giving nine pounds weight, the famous jockey Fred Archer being his rider.

The *Iroquois* was a large carrier and a fair sailer. Her fastest passage around Cape Horn to the westward was from New York in 120 days and the slowest, from Liverpool in 157 days, destination in both cases being San Francisco. Eastbound, her average is better and she had some fast runs to her credit. The average of her four runs from Honolulu to New York or the Delaware Breakwater is 114 days; 93 days the fastest and 126 days the slowest. Three of her passages from San Francisco to New York were made in 105, 107 and 108 days and one run was made from Astoria to New York in 111 days. In 1886 she was 16 days from Acapulco to Puget Sound which is about 20 days



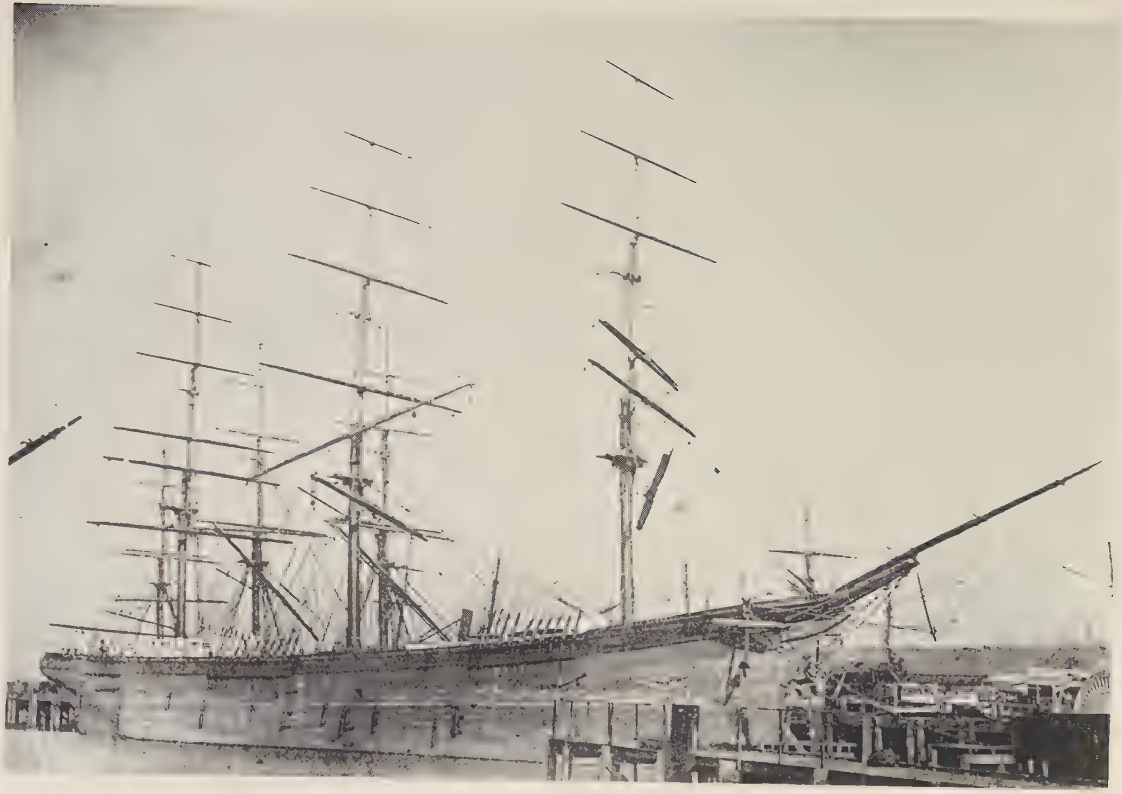
"HENRY B. HYDE," 2580 TONS, BUILT AT BATH, MAINE, IN 1884
From a copyrighted photograph by Edwin Levick, showing her ashore south of Cape Henry
Courtesy Edward S. Clark



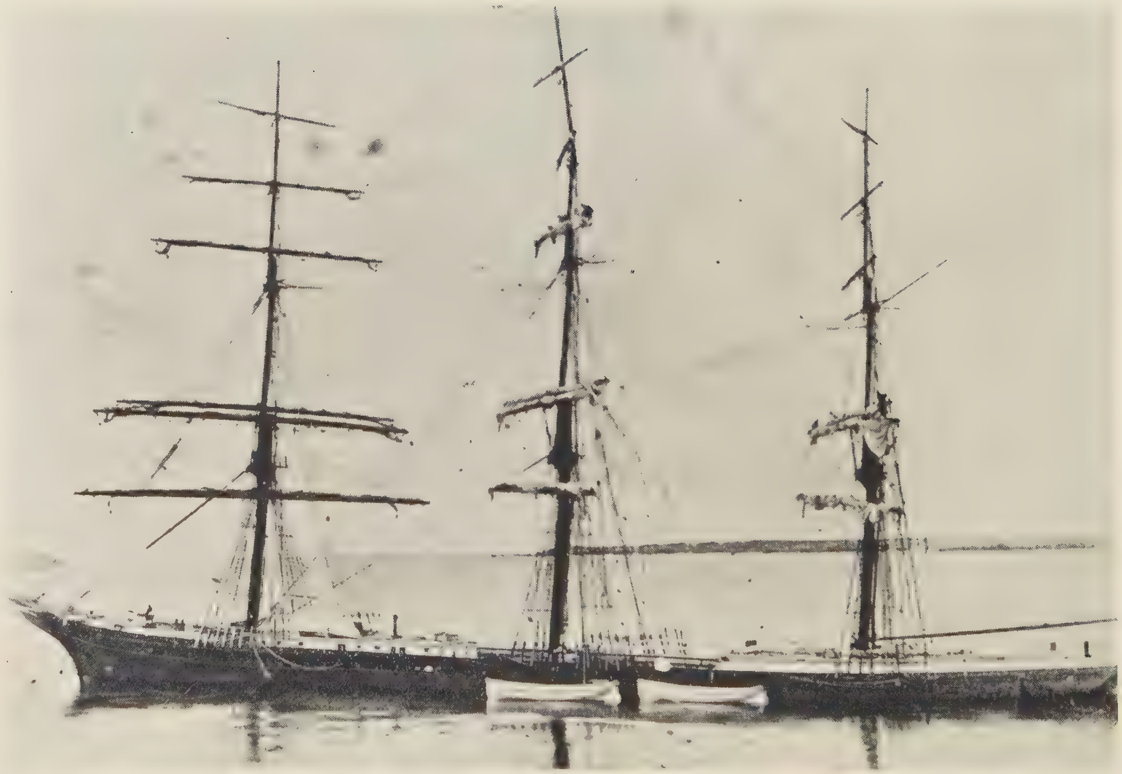
“INDIANA,” 1488 TONS, BUILT AT BATH, MAINE, IN 1876

Showing her at San Francisco, in October, 1880. Telegraph Hill in the background

Courtesy Fireman’s Fund Insurance Co., San Francisco



"JABEZ HOWES," 1581 TONS, BUILT AT NEWBURYPORT, MASS., IN 1877
Showing her in her prime, discharging cargo at San Francisco. Courtesy Edward S. Clark



"JOHN R. KELLEY," 2254 TONS, BUILT AT BATH, MAINE, IN 1883

Photograph showing her after she was wrecked at the Falkland Islands in 1899. Courtesy Edward S. Clark shorter than was the usual run. On her voyage from Baltimore to San Francisco, in 1889, she was 19 days from latitude 50° south, Pacific, to the equator and 20 days thence to San Francisco, which run up the Pacific of 39 days closely approaches the best time made by the famous extreme clipper ships.

In November, 1901, the *Iroquois* left Philadelphia with a cargo of case oil for Tsingtao, China, and all went well until March 20, 1902, when, in passing through the Straits of Sapi, between the islands of Soembawa and Flores, from the Indian Ocean into the Java Sea, she struck on an uncharted coral reef and remained hard and fast. In fine weather with a smooth sea, Captain Thompson proceeded in one of the ship's boats to Macassar where arrangements were made for a small steamer to proceed to the wreck and salvage the cargo. On returning to the scene, however, it was found that the ship had floated off the reef and becoming caught in a sort of whirlpool had foundered in deep water so that nothing was saved of vessel or cargo. The ship, at the time, was estimated worth about $60,000.

Capt. Albert V. Nickels was born in Searsport, in March, 1838, and died there in September, 1902. His first command was the bark *Sarah A. Nickels*, after which he had the bark *J. C. Nickels* and the ships *Odessa*, *S. F. Hersey*, *William McGilvery* and *Iroquois*, the last three having been built for him to command. He had four brothers who were well-known sea captains: Jonathan C.; E. D. P.; J. Fred and David Nickels. A fifth brother, Amos, was also a captain but died shortly after attaining his majority. Capt. Albert V. was son-in-law of Capt. William McGilvery. He was accounted one of the best and most careful shipmasters of his time and his voyages were always profitable to his owners. After the death of his brother Jonathan C., who had large shipping interests, Albert V. took his place as agent for the ships. Capt. E. D. P. Nickels is referred to in the account of the ship *Resolute*.

Capt. Chadwick Thompson is a native of San Francisco and went to sea when a young man in vessels plying on the Pacific. He was an officer on the bark *Ceylon* and the ships *St. Francis*, and *St. Charles*, after which he engaged with the Mallory Line and served as second officer in their steamers until getting master's papers. He then took the second mate's berth on the big Sewall ship *Roanoke*, of which he eventually became master and so continued until taking the *Iroquois*. Following her loss he took the San Francisco-owned bark *Homeward Bound* and was her master for such a long term as to be known by his friends as "Homeward Bound Thompson." On giving up sea life he engaged in business with his brothers who have one of the largest draying businesses in San Francisco. The Captain has also been prominent in other lines and some two years ago established the Alameda Air Ports. He is a gentleman highly respected and has had a large dredger named in his honor.

IVANHOE

THE ship *Ivanhoe* was built by Columbus Carter, at Belfast, Maine, for Paul R. Hazeltine, a prominent citizen of that place, and his friends, and was launched in September, 1866. She was a well-built ship, 202:3 feet, by 39:3, by 27:6, and registered 1563 tons. Early in her career she had fidded royal masts and crossed three skysail yards but in later years the topgallant, royal and skysail masts were a single spar.

The *Ivanhoe* was built to be commanded by Capt. Ezekiel Horace Herriman, generally known as Capt. Horace Herriman, but he, although owning an important interest in the ship, was in her but a short time before turning the command over to his brother Albert L. Captain Horace had previously commanded various vessels, principally engaged in the South American trade, and at the time was considered as a man fairly well off. After being ashore, attending to his shipping interests, for a period, he again took up sea life. His last voyage was made in the ship *P. R. Hazeltine*, of which he was part owner and which was lost near Cape Horn early in her career. Capt. Albert L. Herriman remained in the *Ivanhoe* as master until 1884 when he retired from sea life to engage in the stevedoring business in San Francisco, with Capt. Warren F. Mills, formerly in the ship *Harvey Mills*.

Prior to 1883 the *Ivanhoe* was engaged in the general carrying trade but mainly with ports in South America. She was called a successful ship and made money for her owners. In 1878, in addition to her cargo of American manufactured goods, she had 180 emigrants for Sydney. She was a large carrier with no pretensions of being a fast sailer. About 1884 she was purchased by the Black Diamond Coal Company of San Francisco to be operated in the coastwise coal trade.

On Sept. 27, 1894, she left Seattle for San Francisco and passed Cape Flattery, in tow, the evening of the 28th, in company with the ship *Yosemite.* Capt. Edward D. Griffin was in command, his crew being 18 men and there were four passengers on board, two of whom were ladies. On getting clear of the land she was near the barkentine *Catherine Sudden* until the next day. A heavy southeast gale then sprung up which increased to a hurricane, accompanied with rain and hail, making the weather so thick that nothing could be distinguished at a distance of a few hundred feet. When the weather cleared, an hour or so later, the *Sudden* saw no sign of the *Ivanhoe.* The Captain of the schooner *Fanny Dutard*, which was in the vicinity at the time, reported as follows: "On September 29 a fearful gale prevailed, the wind blowing upwards of 55 miles an hour. A vessel was sighted while we were off Cape Flattery, apparently coal laden, making very slow time and evidently in distress, although she showed no signals. Her appearance tallied perfectly with that of the *Ivanhoe.* I went below and was called about an hour later by the mate who said the vessel had disappeared. Search was made with a glass but no trace could be found of anything and we were satisfied that the vessel had gone down. There is no doubt about it being the ill-fated *Ivanhoe.*"

The revenue cutter *Grant* later made a short cruise in search of floating wreckage, but red tape methods had retarded her starting out and nothing resulted. All that was ever found of the *Ivanhoe* were her name board and a life buoy which drifted ashore on the coast at points 150 miles apart.

Capt. Edward D. Griffin was a native of Massachusetts, born in 1856. He was a member of the crew of the ship *Steward Henneman* which capsized near the Atlantic equator with eight survivors out of the 50 persons on board. Prior to taking command of the *Ivanhoe* he had been master of the old coasting bark *Germania.*

J. B. BROWN

THE ship *J. B. Brown*, named after a prominent merchant of Portland, Maine, was built at Kennebunkport, Maine, by Titcomb & Thompson, for J. S. Winslow & Co., of Portland, and was launched in October, 1874. She was 207:5 feet, by 40:5, by 24 feet, and registered 1551 tons. In 1887 she was purchased by William E. Mighell of San Francisco, who continued owner during the rest of her sea life.

The first voyage of the *Brown* was from Boston to San Francisco and thence to Liverpool. She was unfortunate on the outward passage meeting violent gales off Cape Horn which caused her to spring a bad leak, so Captain Keazer put about for Montevideo and on arrival there nine feet of water was found in the hold. A portion of the cargo had to be discharged and repairs caused a detention in port of over six weeks. On the voyage being resumed the ship had another hard time off the Cape being 40 days getting around and when she finally arrived at San Francisco she had been 124 days out from Montevideo and 290 days from Boston.

The *Brown* was then put in trade with Australia and the Far East, so continuing until 1887 when she went out to San Francisco from Antwerp and was turned over to her new owner. Thereafter she was kept in the Pacific carrying coal and lumber, coastwise and offshore. She had many mishaps and on several occasions during her later years was forced to put into ports in distress, leaking. Her active career, however, was very close to 30 years and the service in which she was engaged was always of the hardest kind.

In 1901-1902 the *J. B. Brown* made her last voyage. After taking a cargo of lumber from Tacoma to Sydney, she loaded coal at Newcastle for San Francisco. Soon after leaving port she encountered a series of cyclones in which practically a whole suit of sails was carried away, the foretopmast was sprung and a leak developed which the pumps were just able to control. A long series of light airs and calms were then experienced and ship and cargo had been covered by reinsurance some weeks before San Francisco was made after a passage of 110 days. The *Brown* was then laid up for about a year when she was sold by auction bringing $2,900. Later she was dismantled and broken up.

Capt. James Keazer commanded the *Brown* the first twelve years of her career, after which his chief mate, Frank E. Young, took the ship out to San Francisco for her new owners. Captain Young then joined the ship *Gov. Goodwin* as chief mate and served as such under Capt. Charles C. Oakes some six years when the ship was lost in the Straits of Sunda. Later the Captain commanded several Ward Line steamers and since retiring from sea has been living at his home in Yarmouth, Maine. He was born at sea, on board the ship *Samuel Fales* of which his father, Capt. Joseph Young, was master.

On Dec. 31, 1875, the *J. B. Brown* and the ship *Southern Cross* left San Francisco in company, bound for Liverpool. They were together the next day but parted company that night. They met again on the equator and parted, but near Pitcairn's Island saw each other and exchanged signals. From that time until just south of the Line, in the Atlantic, they did not meet but then came together and for a week sailed along nearly side by side neither gaining the advantage. Again parting they saw each other on picking up the northeast trades and after being in company a week, separated. Meeting again off Holyhead they took tugs from the same company and towed up the Mersey, side by side, April 26, 1876.

JABEZ HOWES

THE three skysail-yard ship *Jabez Howes,* launched at Newburyport, Mass., in October, 1877, was the 93rd vessel built by John Currier, Jr., and was 218:8 feet, by 40:1, by 26 feet, registering 1581 tons. Her frame had been docked in June, 1876, and she was constructed slowly and very carefully, it being said at the time that she was the finest and strongest ship ever built at Newburyport. In model and general construction she was very similar to the *Farragut*, both being called rather "lean" ships. Her masts were beautiful single sticks, not "made" masts, and when in port, with everything alow and aloft in perfect order, the yards braced to a "T," she always attracted favorable attention and was fit for exhibition anywhere. Shortly after being launched she was purchased by the Howes Brothers, who, under the firm name of George Howes & Co., were prominent shipping merchants of New York and San Francisco and they named her in honor of their father, one of the most widely known and competent old-time trans-Atlantic packet-ship commanders.

The *Jabez Howes* was a good carrier, her coal cargoes from Atlantic ports to San Francisco, via Cape Horn, generally running about 2250 tons while those from Puget Sound, with coal for Pacific coastwise ports, were frequently 2600 tons. Of wheat, from San Francisco to Europe, she generally loaded 2600 short tons. She showed good sailing ability and the expectations of her builder, as to this respect, were fully realized. For many years she was classed with such ships as the *Great Admiral*, *South American* and *North American*, built before her, and also the famous later ship *Henry B. Hyde*. Many of her passages were faster than those of all other ships sailing about the same time and a number were the fastest made during that particular year or season. On her first passage from San Francisco to Liverpool she beat the fine Boston ship *Gov. Goodwin*, Captain Goff thereby winning quite a sum from Captain Lester. In 1893, when the big ships *Susquehanna* and *Roanoke* reached San Francisco in 122 and 125 days, respectively, from New York, their masters were somewhat piqued to see, two days later, the *Howes* slip quietly through the Golden Gate after a run of 106 days. She had made better time than her competitors in traversing each of the five different sections of the long voyage.

In 1887, the *Howes* made her only Cape of Good Hope voyage, going out to Melbourne from New York in 80 days and then home from Manila. Except for this voyage and several made at intervals in the Pacific coastwise coal trade, she was, prior to 1900, steadily employed between North Atlantic ports and California. On this route she made 17 passages to San Francisco and two to ports in Southern California. Eliminating one run of 169 days from New York, on which she met with nothing but adverse winds, the average of those to San Francisco is 124 days, the two fastest being 106 and 109 days. The average of her 18 passages from San Francisco to New York or ports in Europe is 110 days, the four fastest being to New York in 95, 97, 100 and 101 days. On the 97-day run she was struck by a whirlwind when 25 days at sea and had the jibboom, the fore- and maintopmasts and the mizzen royal mast carried away. Captain Henry made such repairs with spare spars as was possible and 72 days later the ship reached New York after the fastest passage of the year.

Aside from this mishap, the only other accident of consequence the *Howes* met with, while engaged in the Cape Horn trade, was on her maiden voyage, New York to San Francisco. In the South Pacific she was struck by a hurricane, losing the fore- and maintopgallant masts, they in their fall taking off the heads of the topmasts. In addition, the head of the mainmast was badly sprung, the mainyard broken, nearly all the sails on fore- and mainmasts were torn or split and for 12 days the ship could set nothing but the fore- and mizzentopsails. In spite of this, however, Captain Goff reached San Francisco in 120 days from New York. After arrival it was found that she had only three sound sticks in her and a complete set of new masts and spars, larger and longer than the old, were fitted and the hull was considerably strengthened. Another incident of this passage was the sighting of a boat off Diego Ramirez which, on being picked up, was found to contain the second mate and six men belonging to the sealing schooner *Charles Scheur*. It appears that they had been put ashore by the schooner some five months previously to engage in sealing two months, then to be called for. The schooner had not appeared and it was feared that she had been lost. For the last two months of their stay on the island the hunters had existed on seal meat and penguins and they were very thankful when the *Howes* showed up near enough to be intercepted.

What Captain Baker thought of the seaworthiness of the *Howes* is seen by the following extract from a letter written to a San Francisco friend, following the arrival of the ship at Liverpool in 1881. "We had a fine run of 40 days from the Golden Gate to the Falkland Islands and everything went well until near the close of the passage. For the last twenty days, however, there has been nothing but tremendous gales, with the ship under water the greater portion of the time. No damage whatever was suffered and in heavy seas the ship is superb."

In 1880 the firm of George Howes & Co., which had been in business some 30 years, suspended and was succeeded by John Rosenfeld, of San Francisco, who took over the Howes fleet of sailing ships, among which were the celebrated clippers *Young America* and *David Crockett*. Most of the ships were quite old and were disposed of in short order but the *Jabez Howes* was kept in the Cape Horn trade. In 1899 she made her last passage from an Atlantic port and after arriving at San Francisco, was purchased by William E. Mighell, a shipowner there, who later was one of the organizers of the California Shipping Company. This company soon after bought practically all the first-class American sailing ships then being operated and for a time had a very large fleet. From 1900 until 1907 the *Howes* was kept in the Pacific, generally carrying lumber cargoes from Puget Sound to Australia and returning to San Francisco or Honolulu with coal. In 1907 she was sent to South Africa, with lumber, and after getting back to the Coast, was purchased by the Columbia River Packers Association who operated her in connection with their salmon canneries in Alaska. On April 17, 1911, after arrival at Chignik from Astoria, she was driven ashore in a gale and became a total loss.

Except for a passage or two made by a relieving master, the captains who commanded the *Jabez Howes* before she became a salmon packer, were Dwight Goff, E. C. Baker, Frederick T. Henry and A. C. Clapp. Captain Goff was an old master in the employ of the Messrs. Howes, having previously been in command of their ships *Derby*, *Edith* and *Valparaiso* and after serving in the *Howes* some three years, he returned to the *Valparaiso*. Captain Baker was also an old Howes master and had commanded their ships *John Bryant* and *Black Hawk*. He left the *Howes* to purchase the ship *Gettysburg* which had been ashore and badly damaged at Esquimault, B. C. The Captain had her repaired and took her to Cape Town but she arrived out in a very leaky condition and was condemned and sold. Captain Henry had been in command of the Pacific-Coast-built bark *Cassandra Adams*, a fast sailing, two skysail yarder engaged for a time in the offshore trade, and after serving some 10 years in the *Howes*, took the *Cyrus Wakefield* and was killed on board her, off Cape Horn, in June, 1899, under circumstances described in the account of that ship. Captain Clapp commanded the *Howes* on two different occasions and was also master of the ships *India* and *Llewellyn J. Morse*. He had commenced sailing to the Pacific Coast in 1882.

JOHN A. BRIGGS

THE *John A. Briggs* was a three-deck, double topgallant, main-skysail-yard ship built and owned by Briggs & Cushing of Freeport, Maine, and named after the senior member of the firm. She was launched at Freeport, Aug. 31, 1878, and was 234 feet, by 44, by 28:2 feet, registering 2033 tons. She was a large carrier, loading as high as 3350 tons while engaged in the coal trade between British Columbia and San Francisco. On leaving Baltimore, in December, 1895, she had 3000 tons on board, her draft of 27:8 feet being the greatest that had ever been taken through the Baltimore channels by a sailing ship.

The *Briggs*' outward cargoes from North Atlantic ports were, for the most part, coal and of these she took five to San Francisco, three to Hong Kong and two to Rio de Janeiro. She also took case oil to Japan on two occasions and once went out to San Francisco from Antwerp with 750 tons of sand as ballast. At intervals, after arriving on the Pacific Coast from the Atlantic or the Orient, she was put in the coal trade between British Columbia and San Francisco, being so engaged, for some periods, from one to two years. She has no fast passages to her credit but her sailing average is very fair for a vessel of her class. As a rule she was fortunate in escaping damage while on her voyages, probably her most serious mishap being on her passage from Australia to San Francisco, in 1902, when she sprung aleak shortly after sailing and was forced to put into Auckland. Here her cargo was sold and she proceeded to Puget Sound in ballast.

Soon after her arrival at San Francisco, in December, 1886, from Liverpool, the *Briggs* was sold for about $37,000 to Capt. George Plummer and others. The Captain had for many years been owner and master of the ship *Ericsson*, engaged in the coastwise coal trade, but about this time retired to manage his shipping interests. For some years the *Briggs* was kept on voyages to distance ports her last being in 1900-1901, from Philadelphia to Japan, with case oil. She then crossed the Pacific to Puget Sound and made several passages with lumber to South Africa and Australia. Her last voyage was from British Columbia to Cape Town, thence to Newcastle, N. S. W., in ballast and from there to San Francisco with coal. She arrived at the latter port in October, 1903, and was then laid up for something over two years when she took a cargo of lumber from Port Blakeley, Wash., to New York and was then converted into a coal barge, operated by the Seaboard Transportation Company. On Dec. 26, 1909, she foundered off Barnegat, N. J., her crew of six men being lost. In connection with her loss the following from Capt. Charles C. Oakes, who was many years in the fine ship *Gov. Goodwin* and later commanded Ward Line steamers, will be of interest. The Captain writes: "I worked on the ship *John A. Briggs* during her construction and was launched in her. Some thirty years later, when I was in command of the S. S. *Seguranca*, bound from Mexico and Havana for New York, we had a heavy gale and when off the Jersey Beach it had just got good and dark, with bad visibility, when we sighted ahead, close by, three lower masts sticking out of the water. We got the helm over and just managed to clear the wreck. We had a valuable cargo of silver bullion, coffee, tobacco and cigars, and a ship full of passengers. It would have been a bad mess had we hit the obstruction. On arrival at the Hook I learned that the barge *John A. Briggs* had broken adrift from her towboat and had sunk with a full cargo of coal just a few hours before we came along. There had not been time to put lights on the wreck and it surely was a menace. The next day a crew was sent out and it was destroyed with dynamite."

The first commander of the *Briggs* was Capt. R. S. Randall who, after making a couple of voyages, was succeeded by Capt. W. P. S. Porter who had been her chief officer. After the purchase of the ship by Captain Plummer, she was commanded some 14 years by Capt. John W. Balch who for some 20 years previously had been master of different vessels trading along the Pacific Coast including the ship *Ericsson* and the clipper ship *Panther*, lost in 1874. The Captain was born in Maine in 1834 and the first few years of his sea life were spent in Atlantic coasters. During the Civil War he was in the U. S. Navy and was made prisoner by the Confederates. He went to the Pacific Coast in 1868 and soon thereafter took command of the bark *David Hoadley*.

In July, 1901, the *John A. Briggs*, after crossing from Nagasaki to Puget Sound, loaded 3100 tons of coal at Tacoma for San Francisco. At that time, labor difficulties prevailed and after being loaded the *Briggs* was held up some five weeks, sailors asking $50 for the short run to San Francisco. Shipping business on the Sound was at a standstill and to help out Captain Balch and also themselves to enjoy a short excursion, a number of his friends volunteered to work the ship on her voyage down the coast. Among those offering their assistance were Capt. A. M. Sewall, master and part owner of the ship *Benjamin Sewall* which was then in port; Capt. William Gove, master of the tug *Wayfarer*; Capt. J. Barrett, a retired master mariner, and some six business men of Port Townsend who were connected with shipping. Another member of the crew was a coal miner who had never before gone to sea. The only A.B. aboard was a little Englishman who grew fat on the trip laughing at the seamanship of his mates. Some of the crew enjoyed cabin fare while others took potluck in the forecastle and kept forward where they belonged. The mate kept firm discipline and the passage down to San Francisco was made in good shape and in good time—eight days.

Mr. John A. Briggs originally started the shipbuilding business under the firm name of Briggs & Means which later became Briggs, Cushing & Means and then Briggs & Cushing. The ships the firm built were generally managed by themselves. Mr. Briggs died at Freeport on Oct. 15, 1885.

JOHN C. POTTER

THE ship *John C. Potter*, named after a wholesale leather dealer of Boston, was built by Marlboro Packard, master builder for Capt. William McGilvery, at Searsport, Maine, and was launched in April, 1869. She was 190 feet, by 36:7, by 24 feet, and registered 1182 tons. One of her captains spoke of her as being a wonderful little ship and that she was constructed of the best materials and by competent workmen is evidenced by the fact that she is still in service, although as a barge, at the age of over 60 years. For some 35 years she carried cargoes of heavy bulk goods on long voyages and for the last 25 years has been hauling coal or ore. She has latterly been owned by the Granby Smelter Company of British Columbia.

The *Potter* was built to be commanded by Capt. George McClure of Searsport and he was in her continuously for 14 years. In February, 1883, he turned her over, at Hamburg, to his son-in-law Henry G. Curtis. From the time the *Potter* left the United States on her maiden voyage until her arrival at New York in December, 1884, from Rio de Janeiro, she had not been at any port in this country except once, in 1874, when she arrived at San Francisco from Rio. Her voyages had always originated and ended at a European port she generally taking coal out to Rio or Montevideo, thence going to the West Coast to load a return cargo of guano. After January, 1885, she made a voyage to Japan and then one to China. Following this she was sold to the New York firm of Pendleton, Carver & Nichols who sent her to San Francisco under command of Capt. Frank I. Pendleton. On her arrival, in June, 1888, she was purchased by Charles Nelson and for some 15 years was engaged in carrying coal and lumber cargoes on the Pacific, both coastwise and offshore.

The *Potter* was singularly fortunate in escaping mishaps on her voyages and was a profitable vessel. During one year of her operations on the Pacific Coast she made three round voyages between San Francisco and Puget Sound inside of 30 days each, her master thereby receiving a bonus of three suits of clothes, that system of reward being practised at that period by a number of vessel owners.

Prior to taking command of the *Potter*, Capt. George McClure had been master of the ships *Living Age* and *Edward D. Peters*. His son, Capt. Charles C. McClure, became well known in the San Francisco-Hawaiian Island trade in connection with the ship *St. George* and the barks *Edward May* and *Iolani*, which latter was sunk by collision in May, 1900, when bound to San Francisco from Hilo. Capt. Henry G. Curtis had the *Potter* from 1883 until late in 1887 when she was sold at New York. The Captain had began a seafaring life at an early age going with his uncle Capt. Lebbeus Curtis in the ship *Hope* and some years later succeeding to the command. After the sale of the *Potter* he was master of the ships *Belle of Bath* and *State of Maine*. He retired from sea life in 1898 to engage in the stevedoring business in Brunswick, Ga., with a brother, Samuel Curtis, Jr., but two years later went to his home in Searsport to become superintendent of the American Agricultural Company's plant there. Captain Curtis was a thorough seaman and his successful navigation of the *Hope* into Honolulu, after she had been dismasted in a hurricane, was considered a most remarkable feat. He died at Searsport, July 19, 1929, at the age of 78 years, highly esteemed for sterling integrity and strict honesty. A son, Capt. George McClure Curtis, commander of the steamer *Golden Cross*, now plying between San Francisco and Australia, was born on board the *John C. Potter*.

JOHN R. KELLEY

THE ship *John R. Kelley* was built at Bath, Maine, and was launched Oct. 3, 1883, in the presence of a large concourse of people. She was the last ship built by Goss & Sawyer, although their branch yard conducted under the firm name of Goss, Sawyer & Packard, put afloat the ship *Benjamin F. Packard*, a month later. Thereafter, the business of the yards was conducted by the New England Shipbuilding Company, some of whose officers had been members of the old firms.

When launched, the *John R. Kelley* was larger than any ship ever built in this country except the clipper ship *Great Republic.* Her keel was 253 feet long; the length for measurement, 257:9, and the distance from the tip of jibboom to end of the spanker boom was 350 feet. She had a beam of 45 feet and a depth of hold of 28 feet, registering 2254 tons, net. Her dead weight capacity was 3500 tons, some 300 tons larger than that of the *Ocean King*, a four-masted bark whose net tonnage exceeded that of the *Kelley* by something over 250 tons.

The *Kelley* was built in the strongest manner and of the best materials procurable. She was the first American ship to have steel masts, these being planned by Captain Kelley and Hugh T. Madden, then foreman of the boiler shop of the Goss Marine Iron Works. The length of the fore and main lower masts was 89 feet and that of the mizzen 83 feet. The lower yards on the fore- and mainmasts were 90 feet long and the ship spread 9700 yards of canvas in a single suit of sails. She was coppered on the stocks, 4050 sheets being used; the cost of her metaling was $4,086.40. Her anchors weighed 5600 pounds each and she had two ninety-fathom 2⅛ inch chain cables. She was named after Capt. John R. Kelley who, with friends and business associates, which included Capt. James F. Chapman, of San Francisco, were her owners. Captain Kelley was managing owner of the ship.

The *John R. Kelley* was built for the California trade and made many voyages therein but when this proved no longer profitable she was put in the case oil trade with the Far East. Her sailing record compares favorably with other ships of her class and time. In the Cape Horn run she has to her credit a passage of 113 days from Cardiff to San Francisco and one of 109 days from the Golden Gate to Antwerp. In 1891 she made the run from New York to Amoy in 98 days.

In 1887 the *Kelley* engaged in a "race" with the ship *Commodore T. H. Allen* from Liverpool to New York, in which both claimed to be victors. They left Liverpool on the same tide and arrived at New York within 20 minutes of each other. Inasmuch as the time made was something over 24 days, the discussion which subsequently arose between the masters of the ships does not seem to be entirely warranted.

On March 4, 1899, the *John R. Kelley* sailed from New York for San Francisco and was wrecked at the Falkland Islands. Particulars of the disaster as per the account of her master Capt. Omar E. Chapman, follows:

"On May 21, in latitude 54:58 south, longitude 63:20 west, we ran into heavy northerly gales with very high seas from the southwest, the ship rolling and pitching badly. At 6 P.M. the wind was of hurricane force with the ship making very bad weather and having had everything movable washed from the decks by the immense seas. At 8 P.M. a heavy sea struck the port side, staving in the forward house, smashing two boats, starting bulwarks and flooding the forward cabin. The ship began to take in water and safety demanded that she be kept off before the gale and run back to Port Stanley for repairs. So done at 8:30 P.M.

"At midnight, gale continuing with undiminished fury, ship rolling rails under and decks filled with water. On May 22nd the same conditions prevailed as also on the following day until about 5 P.M. when the weather became more moderate. Set the mizzen topsail and the reefed foresail and at midnight set all the topsails. This day ends with fresh southeast winds, the ship still taking in water.

"May 24; commences with fresh breezes from southwest. At 8 A.M. made the northeast end of the Falkland Islands and an hour later made the lighthouse at the entrance to Port Stanley harbor. At noon let go the starboard anchor in 14 fathoms of water, with 75 fathoms of chain out.

"May 25. Daylight found the ship lying in the harbor with a moderate northwest breeze blowing. At 9 A.M. the Government pilot boarded and said that the holding ground was good and the ship safe at her anchorage. Captain Chapman suggested the expediency of moving his ship further into the harbor but upon the pilot's advice, this proposition was abandoned. At 7 o'clock that evening a heavy squall blew up from north-northeast and the ship started to drag. The port anchor was let go at once and all the chain on the starboard anchor was paid out. The ship could not be brought up, however, and soon struck bottom, stern on, breaking off the rudder and continuing to pound heavily aft. Soon some five feet of water was in the hold, the wind now blowing a gale. Distress signals were fired and rockets sent up and it was considered advisable to launch what was left of the boats in case the ship broke up. At 9 P.M. she swung in between two rocks fetching up with the anchors holding her head to the wind. She was now pounding the bottom heavily amidships, with 18 feet of water in the hold. Soundings alongside showed 38 feet of water forward and aft and 30 feet amidships. By 10 A.M. a gale was blowing from north-northeast, a heavy sea was running and the ship seemed to be hanging on the rocks amidships. At midnight, the gale increasing, the seas began to break over the after end of the ship, which however was now resting easily full of water. By 4 o'clock A.M. a hurricane was blowing and frightful seas were making a clean breach over the after part of the ship. At 8 A.M. the seas were worse and abandonment of the ship was begun. One boat capsized, throwing two men overboard but they were rescued by men in the second boat. At 11:30 the gale began to moderate and at 4 P.M. a steam launch came out from Port Stanley and rescued the crew."

The wreck of the *John R. Kelley* was sold on June 17th by auction and brought $1,000. The ship *Cyrus Wakefield* had just put into Port Stanley with Capt. Fred T. Henry dead and the ship damaged while off Cape Horn on her passage from New York to San Francisco. Cap-

CAPT. WILLIAM H. GOODELL
Ship *Gov. Robie*

CAPT. WILLIAM HARRY GOULD
Ship *Mary L. Stone*

CAPT. ISAAC N. HIBBERD
Ship *Cyrus Wakefield*

CAPT. NEWELL B. JORDAN
Ship *R. D. Rice*

Capt. William J. Lermond
Ship *Joseph B. Thomas*

Capt. William McGilvery
Built Ship *William McGilvery*

Capt. Bartlett S. Mayo
Ship *Gray Feather*

Capt. Warren F. Mills
Ship *Harvey Mills*

tain Chapman was given command of the *Wakefield* and after repairs had been made he completed her voyage. He then made a voyage in the ship *A. G. Ropes* and later commanded the ships *Shenandoah* and *Dirigo*. The Captain had been master of the *John R. Kelley* about five years and before taking over her command was in the ship *Alameda*. He was a native of Newcastle, Maine.

The first commander of the *John R. Kelley* was Capt. Thomas P. Gibbons well known in connection with his former ship *Triumphant*. His career as a shipmaster is recorded in account of that ship.

Capt. John R. Kelley was the son of Capt. Francis Kelley of Phippsburg, Maine, for 40 years one of the foremost shipmasters engaged in trade with Mediterranean and West Indian ports. John R. was born in 1828 and began sea life when 16, in one of his father's vessels. At the age of 19 he made a passage as master of a vessel from New Orleans to Liverpool and two years later was Captain of the ship *Rhine*. In 1867 he took the wooden side-wheel steamer *Nevada* from New York to San Francisco via the Straits of Magellan, in 56 days, 19 hours, actual running time, being 11 days, 8 hours, from Panama. For five years the *Nevada* and three companion steamers were run between San Francisco and Panama in William H. Webb's Opposition Line, after which they were purchased by their competitors, the Pacific Mail Steamship Company. Captain Kelley then went back to sailing ships and among others was master of the *Nimbus*, *Astoria* and *Tacoma*. He was a successful navigator and has said that his worst mishap was the loss of the *Tacoma's* foretopmast in 1882. About this time he retired from sea life to devote his attention to managing his shipping interests. In 1886 he became senior member of the Kelley Spear Company, shipbuilders, who launched their first vessel in 1887. The Captain died at Bath, May 12, 1901.

JOHN ROSENFELD

THE ship *John Rosenfeld* was built by Arthur Sewall & Co., at Bath, Maine, and was launched by the bright light of the moon on June 21, 1884, with masts all set up and rigging nearly complete. Her dimensions were, 256:5 feet, by 44, by 28:6 feet, and registered tonnage, 2374 gross, 2268, net. She was the largest wooden sailing ship afloat at the time; was a superior vessel in model and finish and very strongly constructed. From the top of the keelson to the bottom of the keel there was 12 feet of solid timber. The cabins were built in palace-car style and finished throughout with solid cherry, polished. Her cost ready for sea was $140,000. She was named for a prominent San Francisco shipping merchant who owned an eighth interest, as did also her commander, Capt. James G. Baker. The remainder of her ownership was vested in her builders. Edward R. Sewall went in her as second mate. He was later in command of the ship *Solitaire*.

On her maiden voyage the *Rosenfeld* sailed from Baltimore on Aug. 16, 1884, with 3585 tons of coal and arrived at San Francisco after a passage of 138 days. She had met with much calm weather and was not up with the Line until her 42nd day at sea. From San Francisco she went to Liverpool in 119 days.

On her second voyage she left Liverpool, July 2, 1885, and was off the entrance to San Francisco when 134 days out. Very heavy gales were then met with and for four days she stood off and on waiting a chance to enter the harbor. In one violent squall both fore- and main-yards were carried away.

The *Rosenfeld* was then chartered for Nanaimo to return with a cargo of coal. Leaving that port Feb. 19, 1886, with 3905 tons aboard, in tow of the tug *Tacoma* and drawing 26½ feet of water, she was put ashore on a reef in Georgia Straits, near Saturna Island. The tug, drawing 12 feet, passed over the reef which was 21 feet under water, and was going six knots when the ship struck at high tide. When the tide fell she broke her back and filled immediately. She was stripped of her gear and by May, 1887, some 2700 tons of her coal had been discharged. The hull remained nearly intact until March, 1891, when it slipped off the reef and sunk in deep water. Suit was brought against the owners of the *Tacoma* and judgment rendered against them for $12,000 and some $10,000 costs, it being decided that the tug was far off the proper course.

Capt. James G. Baker, who was in command of the *Rosenfeld* during her short career, had left the ship *Henry Villard* to take her. Captain Baker was long a shipmaster in the employ of the Messrs. Sewall and eventually lost his life in their ship *Kenilworth.*

JOHN T. BERRY

THE ship *John T. Berry* was built at Thomaston, Maine, by Joseph Hilt, master builder for Samuel Watts, and was launched from the yard of J. A. Creighton, Aug. 21, 1876. She was 202:7 feet, by 41:2, by 24:2 feet, and registered 1420 tons. She was a fine ship in all respects and of a somewhat sharper model than vessels previously built for Mr. Watts, yet was a good carrier and on one occasion stowed 5590 bales of cotton, weighing 1336 short tons. While carrying oil across the Atlantic she, at one time, had aboard 8986 barrels, weighing 1514 tons. As will appear, her sailing record is good.

The *Berry* had a billet-head and a square stern. Her lower masts were painted black, with red horizontal bars as far as the tops, white vertical stripes being between. The yards were black; the jibboom and spanker boom, the natural wood, oiled. She was named after one of the most highly respected citizens of Rockland and vicinity, a stage proprietor and mail contractor, who was a brother of Major-General Hiram G. Berry, after whom the ship *General Berry* was named.

The maiden voyage of the *John T. Berry* was from Thomaston to Savannah, thence with cotton to Liverpool, and from there to Baltimore, via Tybee, with salt. For some years, thenceforth, she was kept in the trans-Atlantic cotton and barrel oil trade. Under date of July 17, 1879, the firm of R. L. Gillchrest & Co. of Liverpool, who were agents for many ships including those owned by Samuel Watts, wrote to Thomaston as follows: "To our surprise, on Monday morning, we received a telegram advising us of the arrival of the *John T. Berry* at Antwerp, on the 12th, 22 days from New York. She had taken her pilot off Lands End when 18 days out. Thus she has completed the work of the *Abner I. Benyon* (112 days from San Francisco to Antwerp) and the *Kendrick Fish* (23 days from New York to Bremen). There can hereafter be no doubt that Samuel Watts' ships are entitled to rank as 'clippers,' although we presume that it will be difficult to convince the bulk of the jealous minded captains that hail from Thomaston and vicinity, of the fact."

On one of her passages from New Orleans to Europe, the *Berry* came up with and passed the ship *J. A. Thompson* which had left port some hours before her, and a week later she passed the ship *Bombay* which had had a five-day head start. In the Florida Straits the *Berry* logged 276 miles during the course of one day and on the next day she made 244 miles. One of her runs from Havre to New Orleans was in 39 days, the fastest of any made about that period, and that portion from Sand Cay, Turk's Island, to Tortugas Light, made in 71 hours, was considered phenomenally fast.

From 1880 until 1886, the *Berry* was engaged in trade between North Atlantic ports and San Francisco and has to her credit two passages to Queenstown of 114 and 118 days, respectively, and one run from Philadelphia to the Golden Gate in 116 days. She then made one round voyage to the Far East and was burned at sea on the outward portion of the second.

On Oct. 2, 1887, the *John T. Berry* sailed from Philadelphia with some 50,000 cases of kerosene, bound for Hiogo. The following account of her loss is taken from Capt. James Watts' statement, on his arrival at San Francisco, by steamer, from Australia:

"Except that we met with some very large icebergs in latitude 55° south, our voyage was uneventful until January 9, 1888, when at 10:15 P.M. an alarm of fire was given. The vessel was then in latitude 36:30 south longitude 164:20, east. As soon as the alarm was given all hands were called on deck and the fire was easily located, as large volumes of smoke were issuing from the fore hatch. The boats were immediately ordered out and dropped astern while everything possible was being done to subdue the fire. While the boats were being provisioned, the forward part of the ship blew up into one mass of flame, and all hope of extinguishing the fire was abandoned. The captain and 13 of the crew got in one boat and the second officer and 10 men in the other. The boats had ample room for all in them and were well provisioned. The boat with the second officer in charge, is missing, nothing having been heard from it. The boat with Captain Watts in command, after remaining by the ship until the masts went by the board, headed for Lord Howe Island but missed it and shaped a course for Australia. After enduring great hardships for six days and nights, made land north of Nambucca, reaching there in the afternoon of January 16th. From there the Captain went by steamer to Sydney. All the effects of the crew were lost. There is no manner of determining the cause of the fire."

The hull of the *Berry* was found floating, bottom up, a few miles from Fort Stephens, N. S. W. A tug was sent to tow her out of the way of passing vessels and got her within a few miles of Newcastle when she became fast through her anchors having taken the ground. All attempts to move her being without avail, two submarine mines charged with 400 and 200 pounds of guncotton were exploded under her hull. These freed her from her anchors and cables and she righted herself but it was soon found that she was sinking and by next morning she had foundered in deep water. A quantity of kerosene covered the sea all around.

Prior to her loss the *Berry* had been fortunate in escaping serious damage from the elements although she had some hard experiences at times when crossing the Atlantic. On Jan. 2, 1877, she left Liverpool for Baltimore, with a fair gale behind her and was nearly out of the Channel when the wind shifted southerly and drove her back. Captain Emerson then went out of the North Channel and got about halfway down the west coast of Ireland, when a succession of strong southerly and westerly gales were encountered. On February 9th the ship was in latitude 60° north, the wind blowing gale after gale from south and west, with a very high sea running and the weather bitterly cold. The Captain hung on as long as he could but it appeared as though the wind would never change, so finally the ship was kept before the wind and ran down the North Sea to the eastward of England. On February 18th the ship dropped anchor in the Downs after being at sea 46 days and not as near her destination as when she left Liverpool. On February 22nd the voyage was resumed but any monotony on board was soon to be broken by rows between the second mate and the crew which resulted in the second officer being laid up for several days, with two men also injured and one man in irons. The ship finally arrived in Tybee Roads, April 5th, then being ordered to Baltimore, which was reached 108 days after she had left Liverpool.

The seafaring career of Capt. John B. Emerson, the first commander of the *John T. Berry* and under whom her fast trans-Atlantic passages were made, is contained in account of the ship *Eliza McNeil*. In October, 1879, Captain Emerson sold his interest in the *Berry* to Capt. Newell B. Jordan, for $9,000, and the latter continued in command of the *Berry* until he took the new ship *R. D. Rice*. The third and last master of the *Berry* was Capt. James Watts, son of Samuel Watts. He retired from sea life after the burning of the *Berry* to engage in the stevedoring business at Portland, Oregon, and on Puget Sound, and died there several years ago.

JOSEPH B. THOMAS

THE ship *Joseph B. Thomas*, generally called the *J. B. Thomas*, was named after a prominent merchant of Boston, largely engaged in the sugar trade, and was launched from the yard of Samuel Watts, at Thomaston, Maine, Oct. 25, 1881. She was 234 feet, by 42, by 27 feet, and registered 1851 tons. She was built to be commanded by Capt. William J. Lermond, who had been mate and then master of the ship *Samuel Watts*. He, however, was then on a passage from Antwerp to New York and had not made port when the *Thomas* was ready to leave on her maiden voyage, so Capt. Halver Hyler took her out. Later, Captain Lermond went overland to San Francisco and took command.

The first voyage of the *Thomas* was from New York to San Francisco, 121 days; thence to Liverpool, 117 days, a very good round. On her second voyage she left New York, Jan. 9, 1883, went to Liverpool and was back in New York, March 23rd, the round occupying 73 days. She had taken 18 days on the run to Liverpool and 24 days on the return. These two voyages established for the ship the reputation of being a good sailer and this was thereafter consistently sustained.

In 1886 the *Thomas* took a cargo of case oil to Japan. Aside from this all her passages from Atlantic ports, prior to 1894, were to San Francisco. These number ten and their average length is 133 days. The fastest was the only run made from Liverpool, 116 days, in 1887, when she passed Cape Horn on the 54th day out, having just had the foretopgallant mast carried away. The fastest run from an American Atlantic port to San Francisco, was 117 days, from Philadelphia, in 1891. The slowest was in 1884, in 156 days from Baltimore.

The average of passages made to the Atlantic from San Francisco is 121 days. Fastest, to New York, 110 days in 1890; slowest, 132 days, to Havre, in 1891. Her run of 117 days to Havre in 1888, was the record fast run for that season.

From 1894 until 1899 the *Thomas* was engaged in the case oil trade with the Far East, excepting in 1895-1896 when she took coal from Norfolk to Honolulu and returned East with sugar. In 1899 she was purchased by the California Shipping Company of San Francisco and thereafter, for some ten years, was employed on the Pacific in the coal and lumber trade. In 1909 she was loaded with timber at Puget Sound and dispatched for New York where, after arrival, she was sold and converted into a coal barge.

On Jan. 29, 1891, the *Thomas* arrived at New York from San Francisco reporting the loss of a seaman off Cape Henlopen three days previously. It appears that 14 men were out on the lower foretopsail yard, furling sail in a gale which suddenly increased to hurricane force. The foretopmast came down, carrying the yard with it and all the rigging, as also the maintopgallant mast. Seven of the men aloft fell to the deck and were buried under the fallen wreckage, five of them being seriously injured. The other seven were knocked overboard in a twinkling; all but one were rescued by lines.

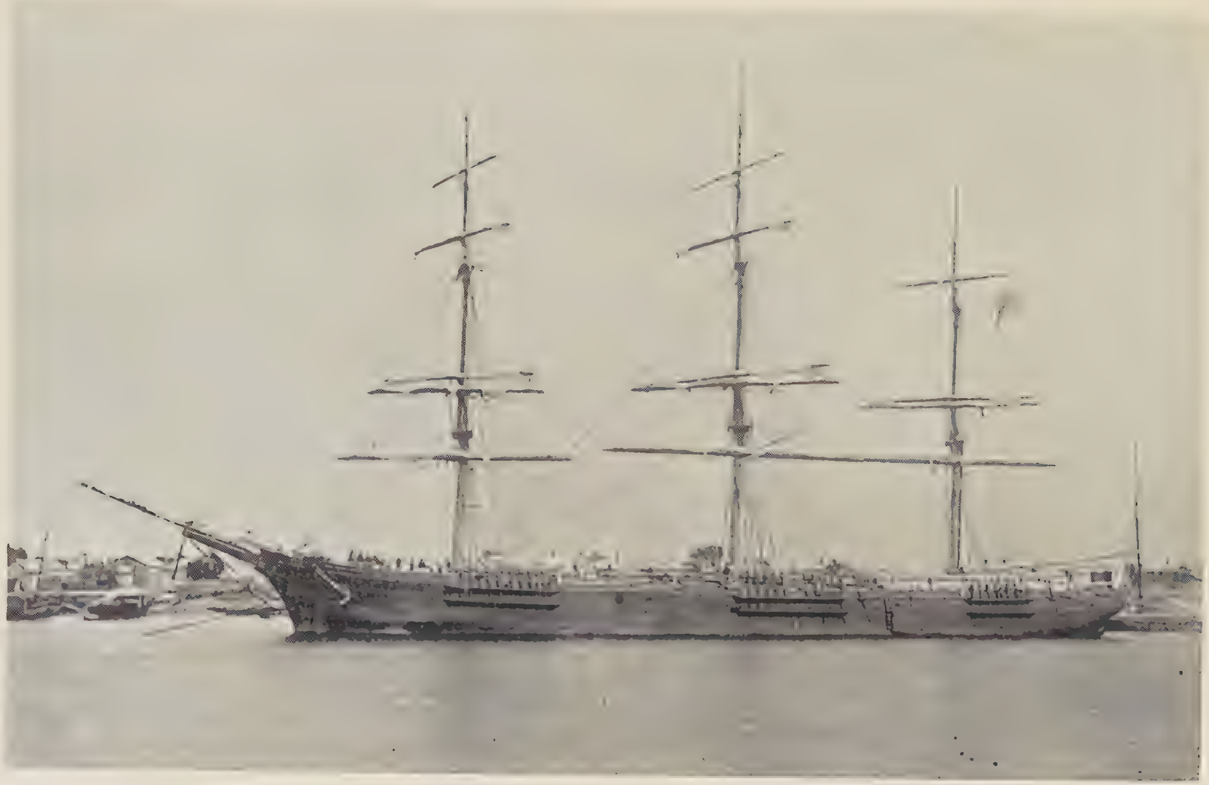
The seafaring career of the first commander of the *Joseph B. Thomas*, Capt. Halver Hyler, is given in the account of the ship *Samuel Watts.* Capt. William J. Lermond, brother-in-law of Captain Hyler, had been mate of that ship and later took over her command. He was master of the *Joseph B. Thomas* some 15 or 16 years and retired with a fair competence, but later lost all he had and was then employed as a watchman on the piers of the American-Hawaiian Steamship Company at New York. Eventually the Captain passed away at Sailors Snug Harbor.

The barge *Joseph B. Thomas* foundered three miles southwest of Cape Cod, Oct. 15, 1913, but there were no casualties.

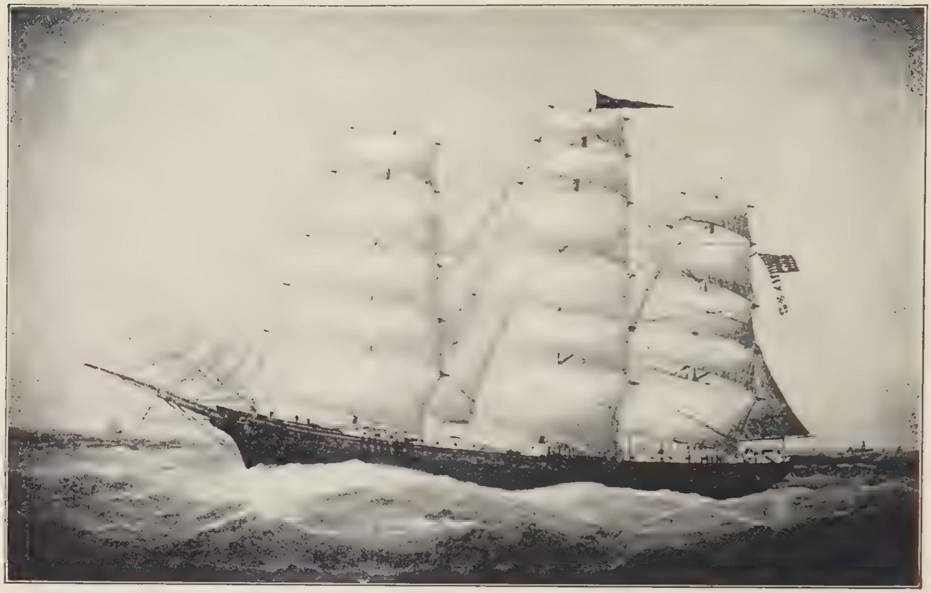
KENNEBEC

THE three skysail-yard ship *Kennebec* was built at Bath, Maine, by William Rogers and was launched in October, 1883. She was 237:7 feet, by 43:3, by 27:3 feet, and registered 2025 tons. Among her owners were Mr. Rogers, Capt. John R. Kelley and Capt. Alanson Ford, the latter being in command from her start until she met with disaster at San Pedro, Cal., in February, 1887. She was a particularly fine specimen of a Down East Yankee merchant ship of the best class.

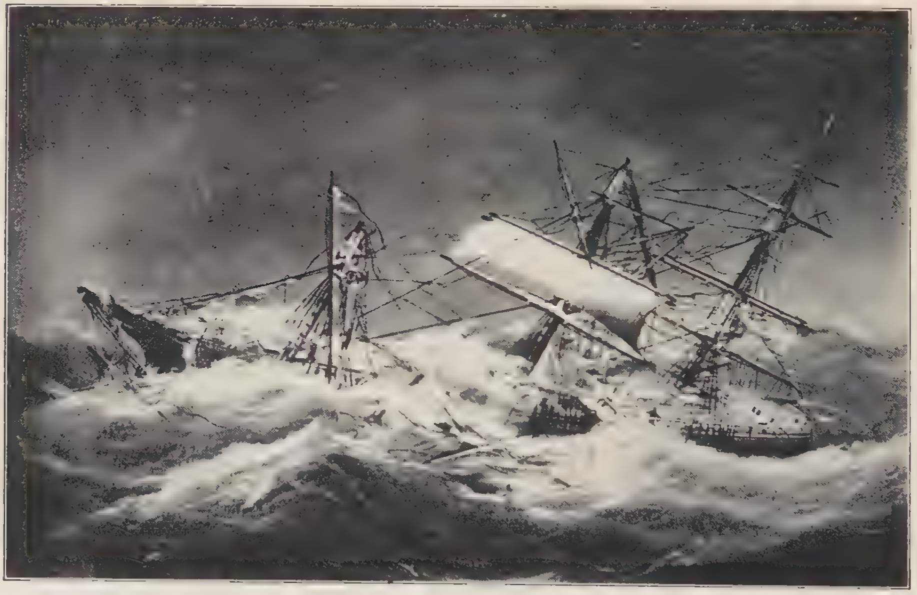
The maiden voyage of the *Kennebec* was from New York to Japan, with case oil, she then crossing to San Francisco in ballast and loading wheat for Liverpool. This voyage was accomplished in good time, the run from San Francisco to Liverpool taking 124 days. At the latter port she loaded coal for San Pedro, Cal., and made the run out in the good time of 121 days. She made two round voyages between British Columbia and San Francisco, with coal, then going to Liverpool in another passage of 124 days. Again loading for San Pedro, she left Liverpool, Aug. 6, 1886, but had her rudder-head sprung in bad



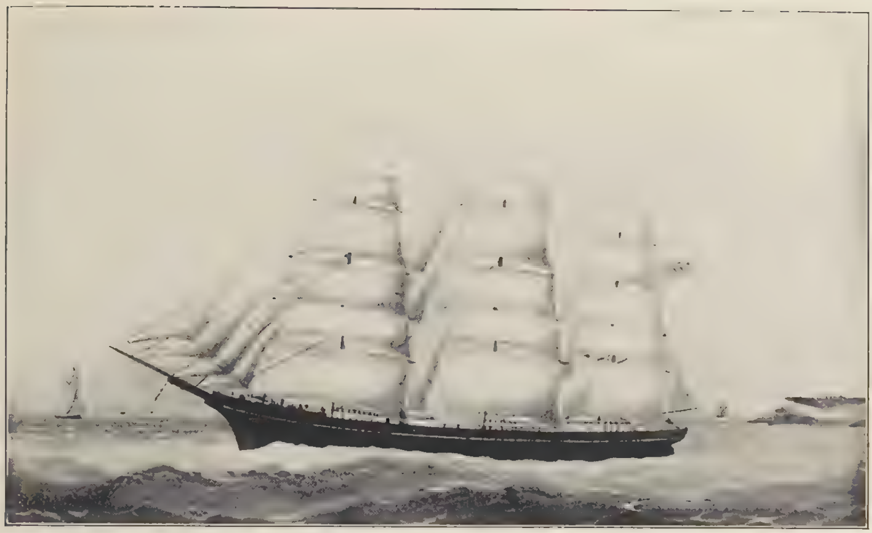
"JOSEPH B. THOMAS," 1851 TONS, BUILT AT THOMASTON, MAINE, IN 1881
Showing her at Adelaide, South Australia. Courtesy Edward S. Clark



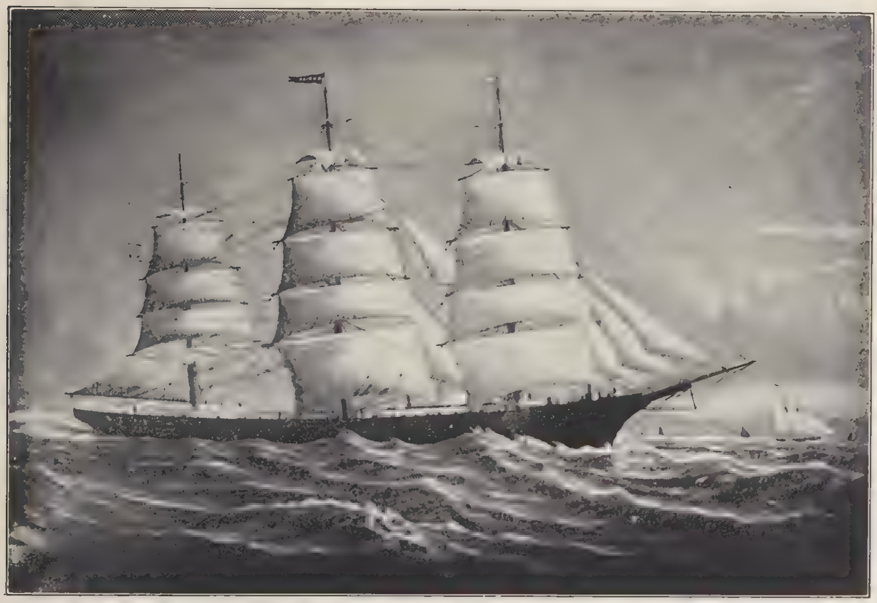
"JOSEPH B. THOMAS," 1851 TONS, BUILT AT THOMASTON, MAINE, IN 1881



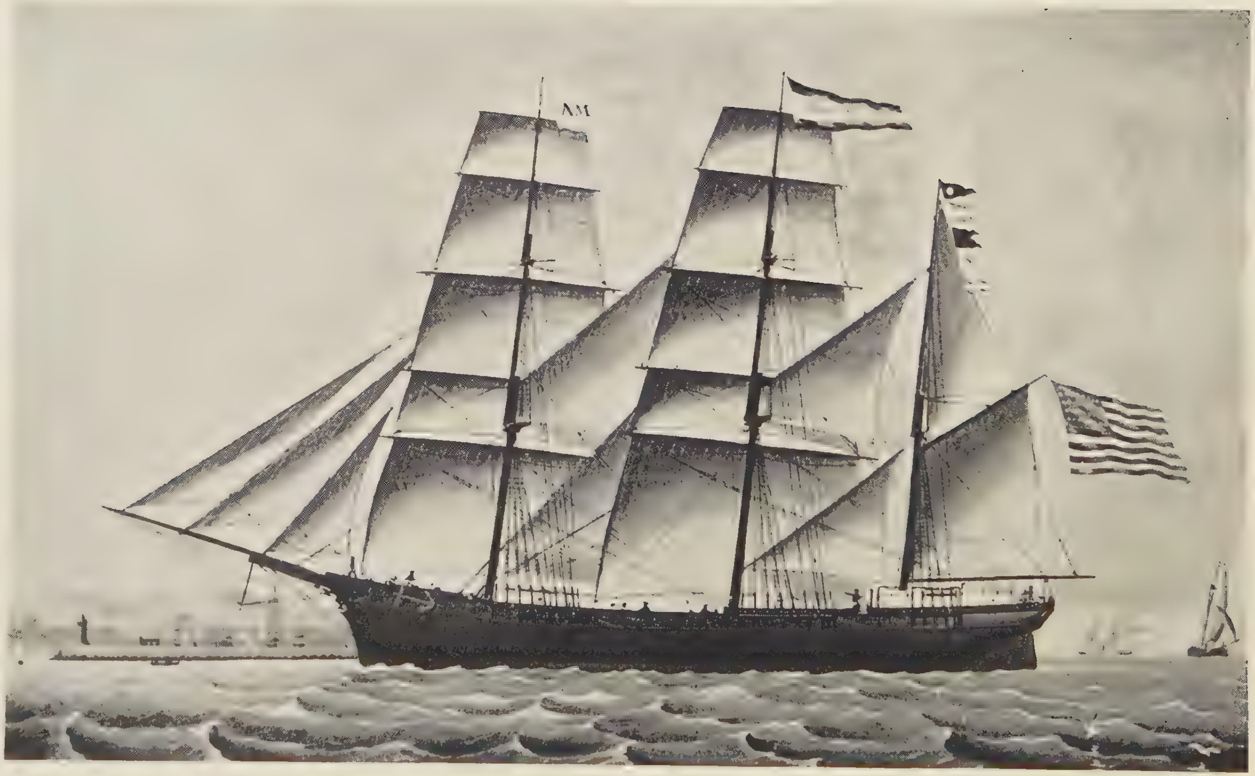
"JOSEPH B. THOMAS," 1851 TONS, BUILT AT THOMASTON, MAINE, IN 1881
From an oil painting showing her dismasting in mid-ocean



"L. B. GILLCHREST," 1158 TONS, BUILT AT THOMASTON, MAINE, IN 1866



"R. D. RICE," 2134 TONS, BUILT AT THOMASTON, MAINE, IN 1883



BARK "LUCY A. NICKELS," 581 TONS, BUILT AT SEARSPORT, MAINE, IN 1855
From a water color by L. Renault, 1869, showing the vessel off Leghorn. Courtesy Amos D. Carver

weather and put into Gibraltar for repairs. On Jan. 10, 1887, she arrived at San Pedro, 126 days out from Gibraltar.

While lying at San Pedro, with her cargo about half discharged, she broke adrift and was stranded and sunk during the storm of Feb. 4, 1887, the ships *America* and *Richard P. Buck* also meeting with disaster at the same time. Wrecking crews, sent down from San Francisco, succeeded in raising the *Kennebec* and some two months later she was towed north and beached on the Mission mud flats of San Francisco Bay. A year or so thereafter she was libeled for the cost of the caretakers and was sold by auction. George Boole of San Francisco, and his associates, were purchasers at the price of about $15,000 and she was thoroughly repaired and refitted at a cost said to have been considerably in excess of that amount.

In October, 1888, the *Kennebec* was again in condition for sea service and for some six years thereafter was steadily employed in the coastwise coal trade. She then took timber from Puget Sound to Belfast, Ireland, which voyage was followed by one from Cardiff to Rio de Janeiro; thence to Philadelphia for case oil to Japan; then to Puget Sound and to Plymouth, England, with timber and spars. Later, crossing to Baltimore, she loaded coal for San Francisco and had the tedious voyage of 202 days, the usual conditions on such a passage being reversed; the Cape Horn passage was made in eight days of fine weather while nothing but adverse winds and weather were encountered throughout the rest of the run.

Following this voyage the *Kennebec* took lumber to Cape Town; thence in ballast to Baltimore, and from there with coal to San Francisco. She then made two voyages to Australia, on one of which she was only 46 days from San Francisco to Melbourne. Returning from the second, she took coal from Newcastle to Acapulco and left the latter port, Nov. 14, 1901, for Puget Sound, but put into San Francisco with one of the crew dead and all the remainder sick from some mysterious disorder. Later she took a cargo of spars from Puget Sound to Boston.

In 1903 the *Kennebec* was at Rio de Janeiro, from Pensacola, and later proceeded towards San Francisco, in ballast, but was forced to put into Montevideo, damaged in spars and rigging. She repaired and resumed the voyage, but a month later again put back partially dismasted and with hull damaged. The voyage was abandoned and the ship returned to Newport News. There, in July, 1904, she was sold to the Seaboard Transportation Company of New York, who had her converted into a barge. At the time of the sale she was owned by George Plummer of San Francisco, who had purchased her in January, 1901, for about $50,000.

The first commander of the *Kennebec* was Capt. Alanson Ford of Searsport, Maine. In 1868, Captain Ford had been appointed master of the new brig *John Wesley*. Thereafter, and before taking the *Kennebec*, he commanded several different barks. He owned an interest in the ship *A. S. Davis* of which his brother, Capt. James W. Ford, was master. This ship was lost in October, 1878, one sailor only being saved out of the whole crew. Following the disaster to the *Kennebec*, at San Pedro, Cal., in 1887, Capt. Alanson Ford was for a time in the bark *Emerald*, running coastwise on the Pacific, and also made a voyage in the ship *St. Paul*. He died many years ago.

Capt. A. W. Love, previously in the ship *Valley Forge*, took command of the *Kennebec* after she resumed voyaging in 1888 and was in her some three years. After retiring from active sea life, the Captain became a pilot at San Pedro and died there. Following him in the *Kennebec* were several different shipmasters for short periods, one of whom was Capt. Abner S. Gammon. The Captain was a native of Maine, born in 1840, and had been many years in vessels running coastwise on the Pacific, among others, the bark *Mary Glover* and the ships *Louis Walsh* and *C. F. Sargent*.

The barge *Kennebec* foundered Feb. 5, 1917, off Sandy Hook, with no loss of life.

L. B. GILLCHREST

ALTHOUGH this ship was generally known as the *L. B. Gilchrist*, the correct spelling of the surname was as per our heading and as such appeared on all official documents pertaining to the vessel. She was named after Capt. Levi B. Gillchrest of Thomaston, Maine, who, in 1856, took command of the new ship *Joseph Gillchrest*. After retiring from the sea Capt. Levi B. engaged in business as a ship agent and broker at Liverpool, the firm at first being Gillchrest & Patten and later, R. L. Gillchrest & Co. The Captain died in 1876 but the business was continued for many years thereafter. At one time a shipyard was conducted at Thomaston, by the firm of Morton & Gilchrist, but there was no relationship between the two families.

The ship *L. B. Gillchrest* was built by Samuel Watts, at Thomaston, and was launched in November, 1866. She was 182:7 feet, by 38, by 23:4 feet, and registered 1158 tons. She was a good type of the merchant ship of her period. Her foreyard was 73 feet, 6 inches, in length and the lower mizzentopsail yard, 52 feet. She was a good carrier, her cotton cargoes being close to 900 tons dead weight, in addition to which she always had some staves, empty kegs, etc. She could stow 7500 barrels of petroleum. Her passages were made in good average time. On April, 1876, she made the run from New Orleans to Havre, in 32 days, arriving in advance of quite a fleet that had sailed in company, among which were the ships *Edith*, *Marcia C. Day* and *Confidence*. The *Gillchrest's* freight list, this voyage, was $20,034, her cargo being 3748 bales of cotton. The best day's run made by the ship during a period of some five years, while in the trans-Atlantic trade, was 250 miles.

Early in the career of the *Gillchrest* she made one or two voyages in the guano trade and then for a short time took case oil to Australia or the Far East. Most of her sea life, however, was spent in the cotton, barrel oil or lumber trade between America and Europe. In 1885 she was reported sold to J. W. Parker & Co. of New York, for $9,500. Some three years later she was purchased by the Boston Towboat Company who had her converted into a coal barge, but her career as such appears to have been short as she is not listed in 1891.

As a side light on customs prevailing in the long ago, the following is quoted from a letter written by the mate of the *Gillchrest*, dated Oct. 21, 1875, at London, whence the ship had arrived with barrel oil from Philadelphia:

"We have taken out 3500 barrels, which is nearly half of our cargo. It is quite hard to keep an account of it as there are so many different marks and they have to go to three different wharves. Most of the ships have a clerk to look after this, but as we have none, it takes most of my time figuring, etc. I have not been on shore yet but the habits of the people are about the same as in Liverpool. This is a miserable place for a ship to lay, as we are surrounded by pilot boats day and night, and as they have no fenders, some of the vessels are all cut up by them. Ballast is high, on account of so many ships taking it. The *Uncle Toby* is here and will go to Cardiff."

The first master of the *L. B. Gillchrest* was Capt. Edwin Watts who, in February, 1872, sold his one-eighth interest in the ship to Capt. John B. Emerson. Some four years later Captain Emerson sold out to Capt. Edward Watts of St. George, Maine, who later relinquished command of the ship to his son Seymour Watts, who had been mate. In 1886 Capt. W. B. Wood is listed as both master and managing owner of the *Gillchrest*.

L. SCHEPP

THE ship *L. Schepp* was named after the chocolate and cocoa manufacturer of New York, generally referred to as the "Cocoanut King," and was launched from the shipyard of Titcomb & Thompson of Kennebunkport, Maine, in September, 1878. She was 224:3 feet, by 42:1, by 27:1, and registered 1776 tons. Capt. Moses Maling of Kennebunkport was her first manager but early in her career she was purchased by I. F. Chapman & Co. of New York, who, during the '90's sold her to Flint & Co.

Prior to 1893 the *Schepp* was engaged in trade principally with San Francisco, making six passages to that port from New York and one from Baltimore, returns in each instance being with grain to Europe. Thereafter her voyages were between Atlantic ports and China, Japan, or the East Indies, outward cargoes being mostly case oil. During the big blizzard of Feb. 17, 1902, she was driven ashore on the coast of Long Island. All hands were saved but the ship was so badly damaged that she was condemned and sold. Her purchaser, T. J. Scully of New York, had her converted into a coal barge, renamed *White Band*, and as such she continued until Jan. 24, 1908, when she foundered with her crew of six men, off Cape Henlopen.

The average of the passages made by the *Schepp*, between the Atlantic and San Francisco, is 143 days, 121 days being the fastest and 160 days the slowest. On this latter voyage she had a good run of 23 days to the Line and Captain Purinton figured on making a fine voyage but thereafter nothing but adverse winds and weather were met with; the ship was a month in getting around Cape Horn and six weeks from the Pacific equatorial crossing to port. The average of her passages from San Francisco to European ports is 131 days; two of 119 days each, the fastest, and of 155 days, the slowest. In 1901 she was 102 days from New York to Anjer, thence 32 days to Manila, the latter portion being considered good time considering the season it was made in. On one of her voyages she arrived at Liverpool on February 15th; discharged 2932 tons of wheat; loaded 1000 tons of salt and arrived at New York, April 1st, 45 days after having dropped anchor in the Mersey, notwithstanding the fact that she had been detained seven days by neap tides when ready to leave Liverpool.

The *Schepp* was quite fortunate in escaping damage from the elements in the course of her voyages but on her passage from San Francisco to Liverpool, in 1886, she was nearly lost near Cape Horn. Captain Gates had not seen the sun for several days having had fresh gales from southwest accompanied with constant and violent snow storms. At noon, one day, his position by dead reckoning was latitude 57:06, longitude 68:07, the ship being headed E. by N., true. The temperature of the sea water was found to have suddenly risen two degrees, from 42 to 44 degrees. Captain Gates on a prior passage around the Cape had noticed a warm belt close inshore which he judged was not over ten miles wide so he immediately hauled his ship off to E. S. E. Later it developed that had the ship kept on her original course for an additional half hour she would inevitably have gone ashore.

Capt. J. A. Thompson was master of the *Schepp* on her first three voyages he then returning to his old command, the *Gatherer*. Capt. F. V. Gates, for five years in the Chapman & Flint ship *St. Charles*, succeeded Captain Thompson and was in the *Schepp* some nine years. He then took the ship *S. P. Hitchcock* and died aboard her at Liverpool, in December, 1905. Captain Gates was a shipmaster of the old school, a driver, and a strict disciplinarian but withal, fair-minded and generally well liked by his crews. He was succeeded in the *Schepp* by Capt. F. H. Purinton, formerly in C. V. Minott's ship *St. Charles*, but he, after making one voyage, turned her over to Capt. Frank L. Carver who had recently completed a voyage in the *S. P. Hitchcock*. Captain Carver also made but one voyage in the *Schepp*, taking her from New York to San Francisco, thence to Japan and home, the whole round occupying some eighteen months.

The last master of the *L. Schepp* was Capt. Charles S. Kendall and after her loss he assumed command of the ship *I. F. Chapman*. Prior commands of the Captain were the ships *Gardiner Colby*, *Farragut*, and *Annie H. Smith*.

LOUIS WALSH

THE ship *Louis Walsh*, named after a member of the ship brokerage firm of Walsh & Carver, New York, was built in 1861 by James P. White and William H. Connor, for the Pendleton family of Searsport, Maine, principally Capts. John G. and James G. Pendleton. They held ownership until about 1889 when the ship was purchased for about $10,000 by the Moore & Smith Lumber Company of San Francisco, who operated her along the Pacific Coast.

During the Klondike rush of 1898 she was sold to parties in Seattle, who sent her to Alaska. A few years later she broke adrift from her moorings at Dutch Harbor and was blown high and dry on the spit. She was stripped and the hull broken up.

The *Walsh* was 187 feet, by 40, by 26:7, and registered 1497 tons. She was built for a cargo carrier without any pretension of being a fast sailer yet was often referred to otherwise. Advices received from London in January, 1867, were to the effect that the "race" between the "clipper" ships *Louis Walsh* and *Charlotte White*, resulted in favor of the *Walsh*, she arriving at Gibraltar, 104 days from Callao, and coming to an anchor 25 minutes ahead of the *White*, which had taken her departure from the Peruvian port in company. In later years the command of the *Walsh* was offered to Capt. Albert N. Blanchard who was then mate of the ship *Gov. Robie*. Captain Blanchard's grandfather had at one time owned the *Walsh*. Albert N. Blanchard took one good look at the *Walsh* and figured that she would never get anywhere, but if she did, she might never get back, and decided that he would rather stay mate of the *Gov. Robie*.

Until sold for operation on the Pacific Coast the *Walsh* was employed in carrying bulk cargoes such as cotton, coal and guano and during this period was commanded by three different captains named Pendleton: John G., James G., and Timothy C. Other commanders were Capts. Phineas P. Griffin and Shepard Blanchard both of Searsport, and Augustus White of Belfast, Maine. Captain White was in command on two occasions during the early career of the ship and after retiring from sea life spent the last of his days in the Sailors Snug Harbor. Capt. Timothy G. Pendleton was master of the ship when she was sold to stay on the Pacific Coast and continued in her until his death at Seattle a year or so later. Capt. Abner S. Gammon, an old-time Atlantic Ocean shipmaster who had gone out to the Pacific in 1882, was Captain Pendleton's successor. In 1897 Captain Gammon arrived at San Francisco in the *Walsh* after an arduous passage of 94 days from Australia, with coal, his crew having been semi-mutinous throughout the voyage. Their several efforts to force abandonment of the ship were overcome by Captain Gammon by what he called "moral suasion." The voyage was made with pumps going all the way.

In November, 1888, the *Walsh* arrived at San Francisco, 204 days out from Baltimore, with a cargo of coal. Grave fears had been felt for her safety and 85 per cent re-insurance had been paid. After the ship reached port it was learned that she had gone out by way of the Cape of Good Hope and that this route had been decided on before she left Baltimore without notice being given to interested parties. The affair resulted in Captain Pendleton being the subject of severe criticism and thereafter followed a controversy as to the right of a shipmaster to plan a long voyage over an irregular course without notifying insurance companies or others interested, of his intention.

Capt. Phineas P. Griffin was for a time in command of the ship *Charlotte White*, referred to as a competitor in a "great race" with the *Louis Walsh*. In 1869 the ship *Leonora* was built at Belfast, Maine, for him to command and he was in her as master nearly ten years. The ship had been built for the Pendleton family with one branch of which he was connected by marriage. Capt. James G. Pendleton, who for a time commanded the *Louis Walsh*, had previously been master of the ships *Bell Rock* and *Dunbarton*. After relinquishing command of the *Walsh* he retired to his home in Searsport and managed a number of ships in which he held important interests. For a considerable period he also served as President of the Searsport National Bank and therein was succeeded by his nephew Capt. Frank I. Pendleton. The last ship built for account of Capt. James G. Pendleton was the *Nancy Pendleton* which he had named after his wife.

LUCY A. NICKELS

THE ship *Lucy A. Nickels* was a mainskysail-yard vessel, 199 feet, by 37:9, by 23:8 feet, 1395 tons register, named after the wife of her first master, Capt. David Nickels, of Searsport. A bark of some 500 tons, bearing the same name, had been built in Searsport in 1855, for the same captain to command but she was later sold to New

York parties and was lost prior to 1875, in which year the full-rigged ship was built. The principal interest in both vessels was held by Capt. Jonathan C. Nickels of Searsport, but Captain David and two other brothers of Jonathan C., owned shares. The ship was built at Bangor by master builders Oakes and Doane.

The ship *Lucy A. Nickels* was engaged in trade mainly with China or Japan but made two voyages to India rice ports, two to Australia and one to Padang. She made no passages to North Pacific ports via Cape Horn but on several occasions crossed the Pacific from China to load grain at San Francisco for the United Kingdom. Her passages averaged well and for over twenty years she was a capable and profitable vessel. While under command of Capt. Charles M. Nichols she has to her credit a passage from New York to Melbourne in 86 days; one from Hong Kong to New York in 91 days. In February, 1894, she made New York in 83 days from Anjer, which might be called fairly good but not fast, although it was 17 days shorter than that of the celebrated *Wandering Jew*, which had cleared the Sunda Straits six days ahead of the *Nickels*.

Except for one voyage, when he was relieved by Capt. Amasa D. Field, Capt. David Nickels was in command of the *Lucy A.* the first eight years. Capt. Charles M. Nichols then had the ship twelve years, making in all seven round voyages from Atlantic ports and during this period Capt. Albert B. Colson had also made a voyage as relieving officer. During the course of his voyage in 1888-1889, Captain Nichols crossed from Yokohama to Tacoma with the first full cargo of tea taken to Puget Sound by sail or steam. In completion of this voyage, the ship took lumber to Buenos Ayres, thence going to New York in ballast.

An incident occurring on a voyage made by Captain Nichols is herewith given in his own words, but its interest would be greatly enhanced could it be heard told by the Captain in his inimitable style.

"In one of my passages to Japan in the *Lucy Nickels*, during a season of northeast monsoons in the China Sea, I made the run around Australia. It was near Bouka Island, one of the Solomon's, that the ship was becalmed one fine day; not a breath of air stirring, with the water too deep for anchoring. The ocean swell seemed to be setting the ship nearer the island all the time and by 10 o'clock that night we were as near land as I cared to get, say, less than half a mile off, the ship being headed directly on shore. I ordered a boat put out with an officer to steer and four sailors to pull, they taking a three-inch line from the ship's bow. When the men in the boat were tired, they were replaced by a fresh crew and finally the ship's head was turned. It is a fact that by hard pulling at the oars, we were kept from getting nearer the land, and at last, long after midnight, a light offshore wind came up sufficient to give us steerage way. By daylight we had an offing of several miles.

"The moonlight was very bright that night and naked savages could be seen running up and down the beach. I was expecting to see them launch canoes any minute and try to board us and we prepared to give them a rough reception. You bet I was anxious, as I had my wife and two small children on board. The islanders were known to be treacherous and said to be cannibals and head hunters. When we first set about getting the boat out, Mr. Townsend, our first mate, a fine officer with plenty of pluck but a man very thin and sparely built, caused a sally of laughter by remarking to the second mate, Amos Dow, quite a fat man, 'Well, Dow, if they do board and overpower us, they can only make soup out of me but from you they could get a fine roast and plenty of steaks.'"

About 1896, Capt. "Charlie" Nichols took the ship *A. J. Fuller*, being succeeded in the *Lucy Nickels* by Amos A. Dow, previously referred to as the second mate. Captain Dow, a brother-in-law of Captain Nichols, had gone to sea as a young man in the ship and, except for one voyage, had never left her. As her master he made a round voyage between New York and Hong Kong and then went into steam, entering the employ of the American-Hawaiian Steamship Company. He commanded that company's first *Californian* and at this writing is still living, retired, at his home in Somerville, Mass.

Capt. David Nickels took the ship *Belle of Bath* after leaving the *Lucy A. Nickels* and after serving as her master a few years, retired from sea life. He passed away at Searsport in May, 1888.

Capt. Charles M. Nichols was born in Searsport, Jan. 20, 1851, and started sea life by shipping before the mast in the bark *Charlotte A. Littlefield*, of which his father, Capt. Wilson G. Nichols, was master and part owner. At the age of 22 he was master of the bark, although before he was 21 he had relieved his father on a passage from Liverpool to New York. Following the burning at sea of the *Patmos*, Capt. Charles M. commanded the bark *Arletta*, for a year or so, and then had in succession the ships *Henrietta*, *S. F. Hersey*, *Lucy A. Nickels*, and *A. J. Fuller*. On leaving the latter he entered the employ of the American-Hawaiian Steamship Company and was given command of the *Hawaiian*, the second steamer of the company put into commission to run between San Francisco and New York via Magellan Straits. Later he had the Company's steamers *American*, *Alaskan*, *Mexican*, *Arizonan*, *Isthmian*, *Columbian* and *Georgian*. In 1916 he retired from sea and has since been living at his home in Searsport. The Captain was well known in all the principal world ports and his kindly nature and genial disposition endeared him to hosts who will be glad to learn that in spite of his years he is enjoying quite good health. His memory is wonderfully acute and in narrative he has no superiors. The following is his account of the burning of the *Patmos* and the near loss of the vessel that rescued her crew:

The *Patmos*, bound from Hull to Valparaiso, with a cargo of coal, was in latitude 59° south, longitude 77° west, when, on Jan. 29, 1876, her cargo was found to be on fire. All efforts to extinguish it were of no avail, so Captain Nichols set his course towards Cape Horn in the expectation of intercepting a passing vessel. Soon gas from the burning coal became too strong to allow any one to stay aft without danger of suffocation and the ship was brought to the wind under short sail, the wheel lashed and Captain Nichols, his wife and all hands took refuge forward. Soon after midnight, the main hatch, although caulked tightly and secured with iron bars, blew off. At the same time a sail was sighted, so the bark's company took to the boats and were picked up by the stranger which proved to be the British bark *Pasithea*. A heavy gale now came on, with thick weather and a large sea in which no boat could have kept afloat long. As it was, the *Pasithea* had to be hove to, and the small boat of the *Patmos*, which had been taken on board and secured on the main hatch, was stove by the heavy seas.

The *Pasithea* was found to be short of certain provisions, so before the gale had commenced, two boat loads were recovered from the *Patmos*, which was plentifully supplied. The bark's instruments, as also the effects of the crew were also saved and soon afterwards the vessel was one mass of flames. Gale succeeded gale for several days following the rescue and as the weather was too thick to allow of observations being taken, the exact position of the *Pasithea* was not known until the coast was sighted, high and rocky, at a point later ascertained to be about one hundred miles to the southward of Cape Pillar. The ship was then under close reefed topsails, a reefed foresail and spanker with the head brailed in, steadily making much leeway towards the land. Her Captain then lost his nerve, gave up all hope of saving his ship, declaring that she with all on board, was doomed, and retired to his cabin where he engaged in prayer. Captain Nichols intervened and was finally given permission to assume full charge of the ship and attempt to work her out of her then very dangerous predicament. Both crews were at once mustered and intermingled, the *Patmos*' chief mate being given charge of the forward part of the ship and her second mate the after part. There not being sufficient room to wear, preparations were made to tack, and the double crew, working hard and fast, shook out the reefs from the sails that were set and set the mainsail and lower staysails. While the ship was in stays, the tack of the mainsail was got down, the sheet hauled aft, and the ship came about nicely, due to good luck and careful nursing. Captain Nichols afterwards said that not one ship out of fifty could have successfully made the manoeuvre under such short sail and in so heavy a sea and had anything let go, yards, iron work or sails, they would certainly have been driven ashore and all hands lost. The *Pasithea*, however, was a fast sailer and a fine working ship, with stout iron yards and new sails and behaved nobly. All hands were on deck until after midnight when the wind veered a few points in the ship's favor and by daylight she had a good offing.

The *Pasithea* hailed from Liverpool and was bound thence to Valparaiso, where she arrived safely on February 19th. The *Patmos* was a fine vessel of about 750 tons, built at Bucksport, Maine, and was 17 years old when burned.

The *Lucy A. Nickels* was sold to Lewis Luckenbach, after her arrival at New York, in 1898, from Hong Kong and was converted into a coal barge. A few years later, while being towed from Norfolk, Va., to Boston, she broke away from her tug in a gale and was wrecked on the south shore of Long Island, between Fire Island and Montauk Point.

MAGELLAN

THE ship *Magellan* was built by Smith & Townsend, at East Boston, Mass., for Augustus Hemenway & Co., and was launched in November, 1873. She was 178 feet, by 34:5, by 22:9 feet, and registered 1073 tons. Mr. Hemenway was one of Boston's most influential merchants and had established himself in business in 1836. He was engaged in trade principally with ports on the West Coast of South America and had his own warehouses at Valparaiso. He operated quite a fleet of sailing ships: the *City of Valparaiso*, *City of Santiago*, *San Carlos*, *Prospero*, *Sunbeam*, *Independence*, *Magellan* and *Quintero*. The latter had been built for his account at Medford in 1849 and was originally named *Magellan.* She was a small ship of some 630 tons and was subsequently put under the Chilian flag, when her name was changed. In December, 1877, she was sunk after colliding with another vessel off Cape St. Roque. Mr. Hemenway owned both the outward cargoes of general merchandise loaded in his ships as well as those taken homeward, the latter consisting of copper ore, nitrate, wool, hides, etc.

The *Magellan*, No. 2, left Boston, May 10, 1890, with a valuable cargo bound to Valparaiso, under command of Capt. Henry Marshall of Newburyport. During the night of August 6th, when off Cape Horn, she was in collision with the ship *St. Mary* and foundered with all hands. Her identity was established later by floating cargo bearing the Hemenway private marks. The *St. Mary* herself was subsequently lost while making the Falkland Islands to effect repairs. She was on her maiden voyage from New York to San Francisco.

MARIANNE NOTTEBOHM

THE ship *Marianne Nottebohm* was built by Thomas Stack, at New York, and was launched in October, 1857. She was 186 feet, by 36:6, by 22:3 feet, and registered 1116 tons. Her original owners were Laytin & Hurlbut of New York, but subsequently she was managed by Howland & Frothingham and still later by Thomas Dunham's Nephew & Co.

For the first ten years or so of the career of the *Nottebohm*, she was operated as a regular trans-Atlantic packet for passengers and cargo, between New York and Liverpool. Thereafter she was employed in general trade and made a number of voyages between Atlantic ports and San Francisco. For a time she was operated in the Pacific Coast coal trade. After an active career of about forty years she was sold and converted into a coal barge, being renamed *Carbon*. Early in 1902 she foundered off the Atlantic Coast. She was a handy ship and made good average passages. Her fastest from an Atlantic port to San Francisco was in 1869 when her run from New York was made in 118 days.

As a rule the *Nottebohm* was quite fortunate in escaping damage from the elements although in 1875, while bound from a Pacific Ocean guano island to Queenstown, she was forced to put into Honolulu, due to a bad leak having developed. She had to discharge for repairs and the total expenses incurred were about $20,000. In August, 1871, while in port at San Francisco, she was damaged considerably by fire, the origin of which was not determined.

The first master of the *Marianne Nottebohm* was Capt. G. N. Lamb who continued in the ship as master over ten years and was followed by Capt. Benjamin D. Manter. Some four years later Capt. T. C. Whitney assumed command. In October, 1887, while the ship was on a voyage from New York to San Francisco, Captain Whitney had a scuffle with the second mate and was thrown overboard and drowned. The ship was put into St. Thomas where she remained until her owners sent out Capt. David Nairn to take command and he continued as master for many years. The Captain had previously been master of the packet ship *Emerald Isle*.

MARY L. STONE

THE ship *Mary L. Stone* was built by Goss & Sawyer at Bath, Maine, and was launched Dec. 26, 1874. She was 198:9 feet, by 39:3, by 24:3 feet, and registered 1420 tons. She was coppered while on the stocks and had her masts standing when launched. She was a handsome ship in every way; had a poop deck extending to the mainmast; a wheelhouse for the protection of the helmsman; and first-class accommodations for officers and crew. The cabins were luxuriously furnished and finished in cherry and other hard woods. She was a lofty ship, had very large topgallants, royals and skysails, and spread 6192 yards of canvas in a single suit of sails. She sailed remarkably well in light winds, often fanning along at two or three knots when other ships in the vicinity did not appear to have steerage way.

The *Mary L. Stone* was built for Albert Stone & Co., of Boston, although registers give De Groot & Peck of New York, as her managing owners from near the start. Her maiden voyage was from Boston to San Francisco, thence to Liverpool. Thereafter she was employed between Atlantic ports and Australia or the Far East. Her first commander was Capt. C. H. Phinney and among those who followed later were Capt. Andrew L. Carver, Capt. George L. Josselyn, and Capt. William H. Gould. The sailing record of the ship is good.

In 1892, Captain Gould relinquished command of the fine ship *Vigilant* to take the *Mary L. Stone*. His first voyage in her was from New York to Saigon, in 91 days, with case oil. The homeward passage was from Manila and if Captain Gould's memory serves correctly was made in 90 days which would be very close to the record fast run.

On Captain Gould's second voyage to China in the *Mary L. Stone*, the ship was in the tail end of a typhoon when near the island of Formosa. This disturbance had changed the course of the regular northerly current to a westerly set, although the fact was not then apparent. During one night, the weather being very thick and rainy, breakers were heard under the lee bow and before the ship could be wore around she struck the sands and in a short time the lower hold was full of water. The details following are from correspondence had with Captain Gould:

"Mrs. Gould and our young son Harold, born aboard the ship *Vigilant* at Shanghai, with all the crew of the *Mary L. Stone*, got safely ashore in the ship's boats the next morning. We found that we were near a small settlement on the east coast of Formosa, called Eland, where there was a Canadian Mission Church, but its pastor, a Doctor McKay, was then absent with his Chinese wife in Canada. I learned of the presence at a port some 40 miles distant, of a Chinese gunboat, and writing a message explaining our situation, dispatched it to her commander by a runner who considered himself well paid with a silver one dollar Mexican coin. Later, that day, we were visited by a Chinese Mandarin or some other titled officer who came in a chair carried by four bearers. Four men with axes walked ahead and four others with spears followed behind. It looked for a moment as though we were going to be up with something pretty hard, but the official turned out to be a fine chap. He was very kind and sent us among other supplies, a fat bullock. We were at the Mission five days. The church had no bell, a hollow log substituting. We managed to save the ship's bell of the *Mary L. Stone*, also some lamps and upholstered cabin chairs, with a few other things, all of which were presented to the Mission. On the third day after the *Stone* stranded, she broke up. The undertow took all wreckage and cargo out to sea so practically nothing came ashore. Two days later the Chinese gunboat arrived from the north and took us all to Hong Kong. Doctor McKay subsequently acknowledged by letter, receipt of the few things we had left at the Mission. He was still in Canada but was prevented by red tape from entry into this country."

The career of Captain Gould as a shipmaster is contained in account of the ship *Vigilant.*

NANCY PENDLETON

THE ship *Nancy Pendleton* was built at Belfast, Maine, in the shipyard of Capt. Henry McGilvery, by master builder George A. Carver, and was launched in August, 1871. She was 199 feet, by 39:2, by 24 feet, and registered 1385 tons. Her principal owner was Capt. James G. Pendleton of Searsport, who acted as her manager throughout her whole career as a merchant ship. She hailed from Belfast and after the sale of the ship *Cora*, in 1885, was the only full-rigged ship registered at that port.

Early in her career the *Nancy Pendleton* made several voyages to South America, returning with guano, but most of her sea life was spent in trade between Atlantic ports and those of the Far East. She made but one direct passage to a North Pacific Coast port via Cape Horn, that being from New York to Portland, Oregon, in 1887. On several occasions, however, she crossed the Pacific from the Orient to load wheat for Europe. She was a good carrier, made her voyages in good average time, was generally fortunate in escaping mishaps, and for over twenty years was known as a successful ship. In April, 1893, Capt. James G. Pendleton sold her and his ship *Frank Pendleton*, at New York, for conversion into coal barges.

Capt. James G. Pendleton, managing owner of the *Nancy Pendleton*, had been a seafarer himself and commanded the ships *Dunbarton*, *Bell Rock* and *Louis Walsh.* He retired from the latter to devote his whole time to managing vessel property and was one of the most prominent citizens of Searsport. At the time of his death he was President of the Searsport National Bank. The Captain had four brothers, all shipmasters. Nathan, the eldest, commanded the ships *Dunbarton* and *Bell Rock*, and died when quite a young man. Phineas Pendleton, 2nd, commanded the *Alice Buck* and other ships. John G. Pendleton was master of the *William H. Connor* and other ships, while the fourth brother, Capt. Benjamin F. Pendleton, took the

Nancy Pendleton when new and after serving in her as master some eight or nine years was transferred to the *William H. Connor.* In 1885, Capt. Benjamin F. Pendleton, with his son-in-law Capt. Wilfred V. Nichols and his cousin Fred Carver, the son of Capt. Ben. Carver of the Searsport-built ship *B. Aymar*, established the firm of Pendleton, Carver & Nichols, shipowners and brokers, of New York. This firm continued until about 1900, by which time the California Shipping Company of San Francisco had bought up about all the Eastern sailing ships then operating.

Prior to taking command of the *Nancy Pendleton*, Capt. Benjamin F. Pendleton had been master of the brig *Leghorn*, the bark *Edgar* and the ships *William B. Kent*, *Bell Rock* and *Charlotte White.* He was succeeded in the *Nancy* by three nephews, in turn, Capts. Phineas Pendleton, 3rd, Frank I. and James N. Pendleton. Another nephew was Capt. John G. Pendleton, Jr., who was lost with all his crew in the ship *Solferino*, supposed to have foundered in a hurricane in the Indian Ocean, in 1861, while bound to Europe with a rice cargo.

NEW ERA

THE ship *New Era* was designed and constructed by John W. Griffith, a prominent naval architect who had planned many of the celebrated clippers of 20 years before and was given her name through being the first ship built with bent timbers, the invention of Mr. Griffith. Every frame timber that required curvature was bent from the straight log, the futtocks being extended in one stick from keel to rail. The use of iron, however, supplemented this method and the *New Era* is said to have been the only ship constructed in exact accordance with the ideas of her designer.

The *New Era*, built in 1870, was 179 feet, by 38, by 23 feet, and registered 1140 tons. Capt. J. Henry Sears of Boston is said to have been financially interested in her but her managing owners were given as Glidden & Williams, a prominent Boston shipping firm, and she was built for trade with the Orient. She made no passages around Cape

Horn to the westward although on several occasions she reached San Francisco from China or Japan and then took wheat cargoes to the United Kingdom. She is said to have been of good model but so far as can be learned has no fast passages to her credit.

On Oct. 17, 1881, the *New Era* sailed from Hong Kong, with general cargo for San Francisco, encountering moderate northeasterly winds for the first few days. A strong gale from the north-northeast, accompanied with thick rainy weather, then blew up and lasted 12 hours. Fair weather was then had until noon of the 24th when the ship's position was by observation, 19:26 north, 120:41 east, the wind then being moderate from north-northeast. By midnight this had increased to a strong gale with heavy, overcast weather and a falling barometer. At noon of the 25th, a heavy gale from north-northwest was blowing with much rain and no observation could be obtained but it was judged that the ship was 65 miles due north of Cape Bojeador, the northwest point of the Island of Luzon. In attempting to take in sail, two topsails were blown away but the ship was finally hove to under a goose-winged maintopsail, on the starboard tack. The barometer had steadily fallen to 29:30. At 4 P.M. the typhoon had veered to the northwest, blowing with great violence, accompanied with heavy rain, thick weather and a very high sea. These conditions continued until noon of the 26th when it eased up a little and a lower foretopsail was bent and the sail set. At 4 P.M. the ship was wore off to the northward, the wind then hard from west-northwest. At midnight it moderated a little and the sea went down to some extent, the weather, however, still thick, with drizzling rain; the barometer at 29:10.

Shortly after midnight the 27th, breakers were seen on the starboard side extending three points forward the beam. Wore ship to southwest but soon after she struck the ground and kept driving and pounding over the reef until 1:30 A.M. when she remained fast and lay comparatively quiet. At daylight she had bilged and lay with head offshore which was seen to be a hard, sandy beach, half a mile distant. The wind had again increased to a strong gale from the westward, a heavy sea had got up on the reef and large breakers had formed around the ship as well as out a considerable distance to sea.

A lifeboat was then lowered but it stove alongside and filled, drifting away to the southward with three of the crew. It was now evident that the ship would soon break up but it was decided best to remain by her rather than attempt landing with a boat through the heavy breakers. At 9 A.M. the masts fell and soon after the ship broke in pieces and became a total wreck. The remainder of the ship's company, 17 in number, were lashed to the starboard quarter rail and after an hour and a half of hard struggle with the waves, all got ashore safely about five miles to the southward of Cape Bojeador. Here they were agreeably surprised to find the men who had gone adrift in the damaged lifeboat. None of the ship's company were seriously injured although some of them were badly bruised. They saved no clothing but what they had on and that was in a very torn condition. They were kindly treated by the natives and on the following day were taken to Passequine, a small village about four miles from the scene of the wreck. There they remained until the Alcalde of the Province, Sr. Juan Piquines, hearing of their predicament, arrived and had them forwarded overland to Salamanque whence they were given passage on a Spanish steamer to Manila.

The *New Era* was insured in Boston for $36,000. Her wreck was sold for $755. The cargo realized $3,000. Capt. C. H. Sawyer, who had been in the ship for several years, was in command when she was lost.

NORTH AMERICAN

THE ship *North American* was built by Curtis & Smith of East Boston, Mass., for Henry Hastings & Co., and launched Jan. 3, 1873. She was 220 feet, by 41, by 24 feet, and registered 1584 tons. For her first few years she was considered by many authorities as the finest American ship afloat and at every port she visited, her beautiful model, lofty, symmetrical spars and extreme neatness in every respect caused much favorable comment. Capt. George W. Tucker was appointed her first commander.

During the greater part of her career the *North American* was engaged in trade between North Atlantic ports and the Orient, but during her early life she made five Cape Horn passages to San Francisco and later was at that port several times from China or Japan to load grain for the United Kingdom. She took in all eleven such cargoes.

On her maiden voyage the *North American* established a reputation for fast sailing ability that was consistently maintained throughout her whole career. Leaving New York, May 14, 1873, she arrived at Melbourne on July 24th, in 72 days' passage, having logged 14,112 miles, an average of 196 per day. From Melbourne she was 51 days to San Francisco, logging 10,500 miles; daily average, 204 miles; and from San Francisco to Liverpool was 95 days, logging 16,919 miles, an average of 178 miles daily. This total of 218 sailing days figures out an average of eight knots per hour throughout. Her run from San Francisco to Liverpool is often quoted as 94 or 93 days but Captain Tucker's report is as follows: "Took departure from San Francisco Bay buoy, noon, December 1, 1873; sighted Pitcairn Island on the 23rd day out, averaging thus far 189 miles daily. On January 3rd, had the wind from the westward, when a gale sprung up which continued until the 9th. During this period made some good runs of which 250 miles was the best day and 218 the least. Passed Cape Horn 41 days out. On January 13th, in southwest gales made 273 miles, and four days later made 281, the best day's run on the passage. On two subsequent days made 273 each. At noon, March 6th, passed the Skerries and at 1:30 took a pilot off Point Lynas, 95 days, 1½ hours from point of departure. Least mileage on any one day, 38."

The *North American* is credited with a run of 108 days from Philadelphia to San Francisco; one of 27 days, Yokohama to San Francisco, and one from Shanghai to Port Townsend of 30 days. On parts of various voyages she did some remarkable work; from 50° south, Pacific, to the Line, 16½ days, thence 20 days to the Golden Gate entrance; from the Line in the Pacific to the San Francisco Bar, 14 days, which has never been beaten and is one day shorter than the *Flying Cloud's* fastest; from longitude 175° east, to San Francisco, 12 days, the daily average being 227 miles. On this passage which was for her, the very long one of 34 days from Yokohama, she had very light winds the first 20 days and all the way across the Pacific had not a single day of westerlies. On one occasion in the South Atlantic she was only 19 days from latitude 50° to the Line. The average of her eleven passages from San Francisco to Liverpool is 119 days and that of six of them 110 days.

In 1882 a novel race was run between the *North American*, leaving Boston en route to San Francisco, and Benjamin F. Butler's yacht *America*, the famous craft that brought over the Queen's Cup from Cowes. The race had been planned some time previously, judges appointed, and the owners were aboard their respective vessels. They passed Boston Light together on August 2nd and three days later the yacht arrived back at Boston, having accompanied the ship some 300 miles offshore. In the light winds and smooth seas experienced throughout the whole run, she had complete mastery of the ship which, however, was deeply laden with 2800 tons of cargo aboard.

In July, 1892, the *North American*, under command of Captain Creelman and bound from Hiogo, Japan, to New York, was stranded during a typhoon, in the Kei Channel, Japan, and became a total loss, although all hands were saved. She was then owned by the estate of Henry Hastings and her loss left the ship *Charger* the sole representative of a fleet that once numbered eighteen magnificent vessels.

Capt. George W. Tucker, the first master of the *North American*, belonged to Portsmouth, N. H., and was in command of the clipper ship *Coeur De Lion*, built at that place in 1854, until she was sold to go under a foreign flag in 1858. He then took command of the new ship *Henry Hastings*, launched at Portsmouth in November, 1858, and made the maiden voyage in her, Boston to San Francisco and thence to New York. This ship went missing on her third voyage, no trace of her or any of her crew ever being found. After relinquishing command of the *North American*, Captain Tucker went in the Hastings' clipper ship *Midnight* and was her master when she was condemned in the East Indies in 1878.

The second commander of the *North American* was Capt. B. C. Creelman who was an old master in the employ of Henry Hastings and had been in the ships *Cutwater*, the two *Chargers* and the *South American.* For a time after retiring from sea life he lived on a fine farm in the Napa Valley, California. Capt. Frank Fowle took the *North American* from Captain Creelman but only for one voyage after which he made two voyages in the *South American.* He died at Hyde Park, Mass., in December, 1886, and was buried the day after the funeral of Capt. Gorham B. Knowles, his predecessor in the *South American.*

Capt. Gorham Hallett, Jr., of Barnstable, Mass., took command of the *North American*, in 1883, and after making a couple of voyages, spent a winter in Southern California in an effort to regain his health, but this not being effected he returned to Barnstable and died there in January, 1889, at the early age of 48 years.

OCCIDENTAL

THE ship *Occidental* was launched from the yard of E. & A. Sewall, Bath, Maine, in June, 1874, and was 210:6 feet, by 39:8, by 24:2 feet, registering 1534 tons. She was owned by her builders until 1890 when she was purchased by Capt. George Plummer of San Francisco, who, in1906, sent her from Puget Sound, with a cargo of lumber to the Atlantic where she was converted into a barge for the Lambert's Point Towboat Co., of New York.

While under the Sewall ownership the *Occidental* made two voyages to the Orient, thence crossing to Puget Sound; six to San Francisco; and three to Acapulco, all from Atlantic ports, most of the cargoes being coal. Five of the return passages were from San Francisco to Europe with grain, two to the Peruvian deposits for guano and one to New York with barley. The average of her passages to the Pacific Coast is 138 days, with 126 days as the shortest. Of the returns, the average is 130 days, 105 days to Queenstown the shortest, and two of 148 days each, to Liverpool, the longest. On two occasions she was for a year at a time, carrying coal between British Columbia collieries and San Francisco. After her sale in 1890, she made one round voyage between San Francisco and New York, being operated the rest of the time in the coal and lumber trade along the Pacific Coast and offshore.

The *Occidental* was one of the best known ships engaged in the grain trade and had some momentous experiences. On Nov. 30, 1885, she left Liverpool in a light wind from the northeast but during the afternoon of the same day it blew a terrific gale. At noon the next day, when the ship was abreast of Cork, the wind shifted to the southeast and a heavy press of canvas had to be carried to prevent the ship being driven ashore. The main and mizzen trussel trees were carried away and a number of sails split. That evening the ship was off Cape Clear in very heavy weather and there had been no opportunity to discharge the Liverpool pilot. The gale continued seven days, only shifting when the ship was in latitude 27°, longitude 22°. Ten days later the ship passed the Cape de Verde Islands and nine days thereafter crossed the Line, 28 days out. In latitude 36° south, she was hove to for 36 hours in a heavy gale but the rest of the passage to San Francisco was uneventful. Here, however, pilot Pelletier brought the ship into prominence by bringing a libel suit for damages accruing from his involuntary voyage as a passenger from England. A year later judgment for $4,000 was rendered in his favor by Judge Hoffman of the United States District Court.

The last Pacific Coast voyage made by the *Occidental* was from Puget Sound to Nome and Solomon City, Alaska, in 1905. Her cargo was comprised of coal, steel rails and other railroad material in the hold, with a locomotive and drums of gasoline on deck. The voyage, both ways, was a hard one the weather being as bad as would have been encountered on a westward winter passage across the Atlantic. The 700 tons of rails, which had been stowed in the bottom of the ship, had just been uncovered when a blizzard came on and the ship was forced to leave the roadstead of Nome to avoid being frozen in. All other shipping had previously left the port and the hull of the *Occidental* was badly scarred by floating ice before she got into clear water. On the run back to Seattle the rails shifted, the ship leaked considerably and on several occasions she was in grave danger. After her arrival in the Sound she was laid up until leaving for the Atlantic on her last voyage as a sailing ship.

The *Occidental* sailed from Cardiff, in January, 1887, bound for Acapulco, with Capt. John Williams in command. Captain Williams was a native of Sweden and had been mate under Captain Dunphy during the whole twelve years of the latter's service in the ship. He had then been given the command and had completed a round voyage between Liverpool and San Francisco. When the ship was some 50 days out from Cardiff, Captain Williams had an altercation with one of the crew on the forecastle head, when he was stabbed to the heart by the man. He managed to get to the cabin door where he expired in the presence of his wife. The chief mate, Mr. Crane, attempted to arrest the murderer but was at once surrounded by others of the crew armed with drawn knives, who threatened his life. The murderer then gave himself up and was placed in irons the rest of the crew then resuming their duties. The body of the Captain was committed to the deep the next day. A short time after, the second mate refused to obey orders, thereon being accused by acting Captain Crane with being in league with the crew in the insubordination and the incident was noted in the official log. Sometime later the crew broke into the storeroom and stole a large quantity of stores. On August 6th the ship arrived in Acapulco and was placed in quarantine, some of the crew suffering with the southern fever. Several died and those who survived, together with the murderer, were taken out of the ship and sent to the United States for trial. Capt. William Taylor, who had been in command of the *Harvester*, was sent to Acapulco to take charge of the *Occidental*, and reported as follows: "I have been in a good many vessels in my seagoing experience but never have I seen a ship that was so filthy and with such a demoralized crew as the *Occidental*. The cabin in which Crane and Captain Williams' family lived was in a dreadful condition. Several of the crew were sick with fever and were quarantined in Acapulco for fifteen days. I relieved Crane at the request of the owners of the ship and sent Mrs. Williams and her family to San Francisco on the steamer. Crane began by imbibing stimulants quite freely until he was attacked by delirium tremens, when he, too, was sent to San Francisco. I fumigated the vessel, discharged her coal and sailed for Victoria. While crossing the Gulf of California we encountered a gale which blew most of our sails away. At one time we had but four men able to do duty."

Captain Taylor continued in the *Occidental*, as master, until she was sold, when Capt. Charles C. Morse assumed command. Some four years later Captain Morse returned to his old ship *C. F. Sargent*, of which he was part owner, and Captain H. P. Weaver took the *Occidental*.

Capt. William H. Dunphy, who was in command of the *Occidental* during the first twelve years of her career, was one of the best known and most experienced American merchant shipmasters of his time, genial and intelligent and a brave seaman. He was born in Gardiner, Maine, and first went to sea in 1856, at the age of thirteen, in the bark *San Jacinto*, on a voyage to Kronstadt, Russia. In the summer of 1867, as master of the brig *Nellie Mitchell*, he sailed from Aspinwall for Swan Island. When four days at sea the crew were stricken with Isthmian fever, all being prostrated but Captain Dunphy and one man. This pair cared for the others for two days and at the same time kept the brig on her course. Within some fifty miles of their destination they, too, were stricken. Captain Dunphy attached a letter to the bulkhead explaining the circumstances, just before he collapsed. For two days the vessel sailed her own drunken course with no hand at the wheel. The Captain then recovered sufficiently to crawl about upon hands and knees and attempt to aid his less fortunate fellows. A friendly sail then showed up and the vessel was navigated into port. For a year it was feared that the Captain might not recover but he did and then took command of the ship *Henry S. Sanford*, in which he continued some four years, then taking the *Occidental*. From the latter he went to the ship *Willie Rosenfeld* which, except for one passage, he commanded during her whole sea life of nearly twelve years. In 1897 he took the *Shenandoah* for one voyage after which he retired from the sea to make his home in Brookline, Mass., and there spent the remaining twenty-five years of his life.

Among many exciting events in the seafaring life of Captain

Dunphy were his quelling three mutinies during one of which he was shot in the head and then had to use a show of force to prevent his officers from tearing his assailant to pieces. The Captain's bare escape from being killed in a storm which nearly caused the foundering of the ship *Willie Rosenfeld* is described in the account of that ship.

ONEIDA

THE ship *Oneida* was built in the shipyard of Capt. William McGilvery at Searsport, Maine, by his master builder Marlboro Packard, and was launched in July, 1866. She was 179 feet, by 36:5, by 23:9 feet, and registered 1074 tons. She was owned by her builder and other residents of Searsport, until 1888 when she was sold while at New York to Louis Sloss & Co., of San Francisco, to be operated in connection with their salmon cannery interests in Alaska.

The *Oneida* was a good handy ship and generally fortunate; made fairly fast passages and was a source of profit to her owners while engaged in the general carrying trade. Her voyages were to all the principal world ports and she became one of the best known of the smaller class of American ships. Included in her operations was the transportation of Chinese to the Pacific Coast of America.

Prior to her purchase by San Francisco parties, none other than Searsport shipmasters were in command of the *Oneida.* Of these there were three different McGilverys, of whom Capt. John W. and Capt. James were brothers of William McGilvery. The third, Capt. Frank W. was the son of Capt. John W. Her other masters were Capts. James Nickels, Oscar G. Eaton, Benjamin F. Carver, 2nd, and Alfred H. Laffin, the latter, however, being in command only on the passage from New York to San Francisco after she had been sold.

Captain Eaton was in command of the *Oneida* some six years, leaving her on account of ill health but subsequently resuming sea life as master of the bark *Penobscot* in which he continued eight years. The Captain's first command was the brig *L. M. Merritt,* in 1866, which three years later was dismasted in the Atlantic, the voyage being completed under jury-rig. In appreciation of his services in getting his ship into port under very adverse conditions, the Captain was presented with 2,000 francs by the French underwriters of the cargo. Subsequent commands of Captain Eaton, prior to his taking the *Oneida*, were the barks *Carrie A. Wyman* and *Proteus* and the ship *S. F. Hersey*. In 1889 he retired from the sea to become Superintendent of the East Boston Dry Dock Company. In 1907 he became a marine surveyor at Boston and so continued until the end of 1929 when poor health and failing eyesight necessitated his retirement. Then at the age of 88 years he recalled with great satisfaction the fact that he never had a ship stranded nor had been in a collision and during his whole career had but one man lost overboard. He was also proud of his feat of sailing the *Oneida* from Newcastle, N. S. W., to Batavia, by the Torres Straits route, in 40 days.

Capt. Benjamin F. Carver, 2nd, who bought Captain Eaton's quarter interest in the *Oneida*, in 1881, was born in 1838 and died in August, 1888, while master of the ship *Llewellyn J. Morse*, then on a passage from Calcutta to New York. He succumbed to beri-beri and was buried at sea. Among the Captain's other commands were the Searsport-built barks *Trovatore* and *T. F. Whitton*, the latter being built for him in 1871. He was also for a time in the ship *William Chamberlain*.

Capt. John W. McGilvery is referred to in the account on the ship *Premier*. His son, Capt. Frank Willard McGilvery, was lost in the brig *Kate*, of Baltimore, with all his crew.

The career of the *Oneida* after being sold was very brief. She sailed from San Francisco on March 28, 1890, under command of Capt. C. O. Anderson, from whose protest the following is condensed:

The *Oneida* proceeded on a voyage from San Francisco, carrying outfit material and laborers for a fishing cannery, bound for Thin Point, Alaska. Had generally fair weather until April 26th when at noon was abreast of Ugamak and four miles offshore. A very thick fog came on and the ship was laid to in a moderate breeze. The fog lasted all that afternoon and evening, no land being visible. At 9 P.M. the vessel struck a sunken rock about 15 miles from the island of

Sanak and commenced to fill rapidly, the water coming in through a large hole in the bottom. The ship's boats were immediately ordered out and manned and every effort made to save the lives of those on board but in less than three-quarters of an hour the ship was completely filled with water and in another hour she was entirely broken up on the rocks. One of the crew had to jump overboard and swim to a boat, she broke up so quickly. The boats pulled around all night and landed on Sanak Island the next day. The officers and crew as well as the white laborers and 33 of the Chinese were saved, but 77 Chinese were lost. All on board could have been saved had they remained cool and obeyed orders but the Chinese became frightened and unmanageable. In their fright numbers jumped overboard and were drowned. The vessel was so quickly broken up that nothing was saved, not even the ship's log or papers.

A ship named *Oneida* was built in New Bedford in 1832, by Benjamin Barstow, for Thomas S. Hathaway & Co. She was a small vessel, 116 feet long and but 14 feet depth of hold, with a registered tonnage of 420, yet for a time she was operated as a passenger packet between New York and Havre. The Hathaway firm then ran her for many years in the China trade, one of her commanders being Capt. Josiah P. Cressey, later in the celebrated clipper ship *Flying Cloud*, and under him the *Oneida* had many smart passages to her credit. In 1857 she was withdrawn from the merchant service and outfitted at New Bedford for a whaling voyage, on return from which four years later, she re-entered the China trade, going out to Shanghai under command of Capt. Jesse F. Potter of Salem. On the homeward passage, with a cargo valued at $433,588, principally tea, she was captured near the Line in the Atlantic, on April 24, 1863, by the Confederate privateer *Florida* whose commander ordered her burned. Eventually claims filed against the British Government aggregating some $760,000, of which nearly $300,000 was interest for ten years, were paid under a decision of the Geneva Conference.

ORACLE

THE ship *Oracle,* built by Hitchcock & Blair at Bath, Maine, and launched Oct. 3, 1876, was 225 feet, by 40, by 24 feet, and registered 1550 tons. She was built to be commanded by Capt. J. J. Humphrey of Yarmouth, Maine, who owned a considerable interest in her and was in her as master the first two voyages. Thereafter Capt. Samuel H. Morrison was in command.

The *Oracle* was built for the San Francisco wheat trade and was a good carrier, loading upwards of 2000 tons dead weight. Her sailing record is good it including a passage of 109 days from New York to San Francisco and two runs from that port to Queenstown in 109 and 111 days, respectively. The average of her five outward passages is 127 days. On one occasion she left New York in company with the ship *Paul Jones,* conceded to be a smart sailer, and the two ships were together intermittently until south of Rio de Janeiro when they parted, due to changing courses. The first passage the ship made under command of Captain Morrison was the 109 day run from New York to San Francisco; thence 111 days to Queenstown and then after discharge of her wheat cargo at Liverpool, in 14 sailing days to the Delaware Breakwater. On the latter run she made 318 miles by log in one day. On the whole round between New York and Philadelphia, by way of San Francisco, Queenstown and Liverpool, she logged 35,837 miles, which was at the rate of 153 miles daily.

On Jan. 18, 1883, the *Oracle* sailed from San Francisco for Liverpool and was lost near Cape Horn. Her chief officer, Omar J. Humphrey, sent the following details of the loss of the *Oracle* to friends in San Francisco:

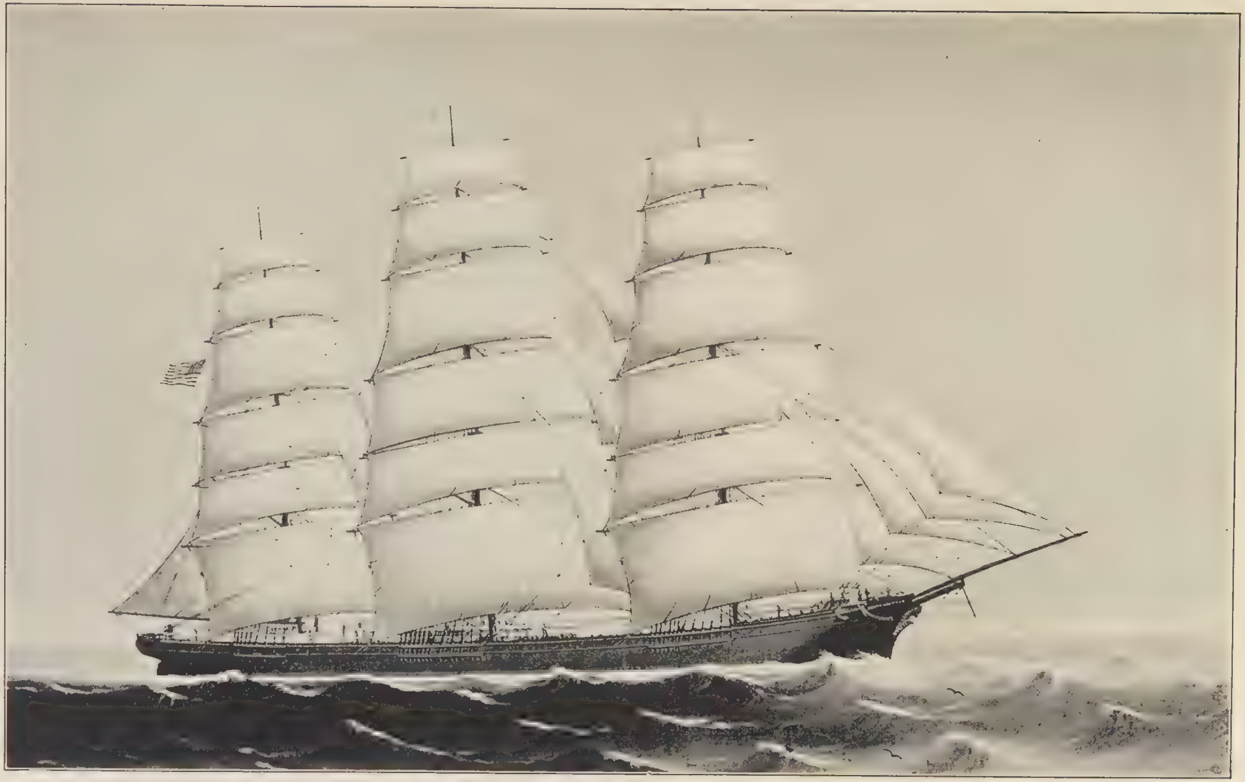
"We got under way in the harbor of San Francisco, with two mates, a carpenter, steward, cook, two boatswains and 18 seamen, at 8 A.M. January 18th in tow of the tug *Wizard* and were dropped by the pilot at 2 P.M. Had light northwest winds which in a few hours increased to a strong gale, we proceeding under a heavy spread of canvas. Favoring winds continuing we crossed the parallel of 7 degrees when only nine days out; then had light airs and calms to the equator which was crossed on the 17th day. With light southeast trades we got to latitude 25° south and then had baffling winds until the heavy westerly gales were met. Gale succeeded gale but all were ridden out in safety and nothing of note occurred until the morning of March 4th when the barometer commenced to fall rapidly, with cloudy, gloomy weather. Sail was gradually reduced but for 24 hours had only a moderate gale until the morning of March 5th when the barometer stopped falling. It then stood steady at 28:40 and at 8 A.M. we saw the hurricane coming on the water from west-southwest and with such force as to make the sea comparatively smooth. Sail was quickly reduced to storm-scudding canvas and the hurricane struck the ship with terrific force but without accident and during that day and night the ship scud well and at a terrible speed. The wind blew with such force as to make it impossible to get along the decks and the squalls of hail and rain were terrific.

"In a few hours the sea had raised until it was running mountains high and terrible to look upon — rolling on board, filling the decks completely and causing the ship to tremble and stagger under the heavy load. During the day all hands were employed marling the sails to the yards but they were continually blowing adrift as fast as secured. At 4 P.M. called the port watch aft for safety and sent the starboard watch below for supper, as nothing had been eaten during the day. At 5 P.M. a terrific sea came along, boarding the ship over the quarter, smashing in the wheelhouse and after cabin, filling it and the decks with water and washing a seaman overboard who was not seen thereafter. The remainder of the watch was washed about the decks nearly drowned but saved themselves by grabbing ropes.

"At 6 P.M. a terrific squall struck the ship carrying away the starboard foreyard-arm in the sheave-hole and only after great exertion and risk of life could a preventer brace be got up and the yard temporarily secured. The port bulwarks were then cut away to free the ship from water with which the decks were constantly full. During that night we scud before the hurricane, all hands on deck, expecting that every sea that rolled on board would break in the decks and send us all to destruction. The morning of March 6th dawned at last, after what seemed to be a life-time, and with it the hurricane increased until it seemed impossible for the wind to blow any harder. We could only get along the decks by creeping close to the weather bulwarks. From daylight until noon all hands were at work securing the upper foretopsail and foresail. The upper maintopsail, a new cotton sail with wire roping, was blown adrift and to ribbons. The Captain then decided to bring the ship to the wind as she could scud no longer without foundering. The decks were full of water and all hands nearly exhausted from the wet and exposure having had no food or rest for 48 hours. If the ship could be brought to the wind there was a chance for her weathering the gale. It was a terrible undertaking, with the sea running so high and with such terrific force, but it was the only and last chance for the ship and our lives.

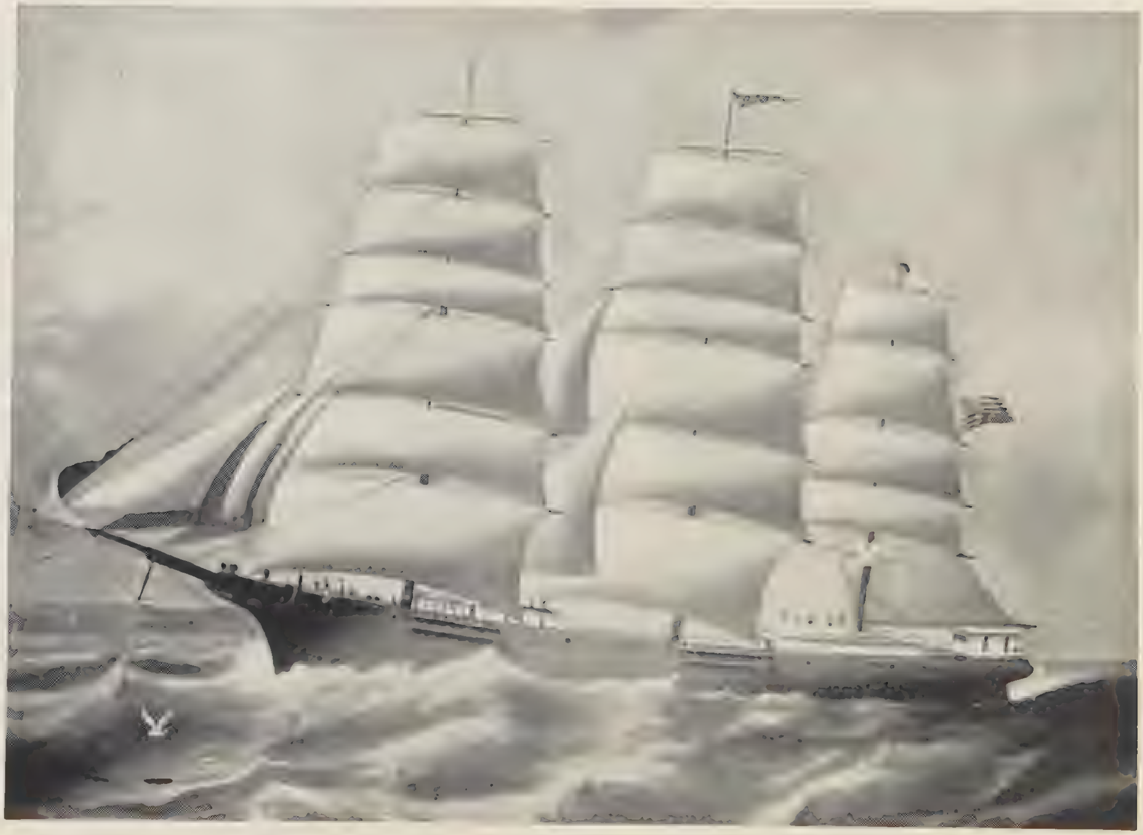
"Accordingly everything was made ready, a favorable chance waited for, and at noon on the 6th, the ship was brought to the wind in safety. It was not until this had been accomplished that the full fury of the hurricane was realized. The first squall blew the lower foretopsail to ribbons; the lower maintopsail was blown from the bolt ropes and sails that were marled to the yards blew adrift and to pieces in a short time. Men were blown against the houses and held there finding it impossible to move. They could only drop on deck and creep and lash themselves to keep from being blown overboard. The ship lay on her beam ends with the water up to the hatches the greater part of the time. The sails were blowing adrift and there was a complete wreck aloft. We could only lash ourselves securely with ropes and hold on, waiting for the gale to abate. At 7 P.M. the wind lulled for a few moments and the head of the spanker was set making the ship lay easier. A tarpaulin was placed in the mizzen rigging but the wind commenced to blow again with the same fury, although the barometer had commenced to rise rapidly and at 8 P.M. stood at 29:95. The squalls now came faster than ever, with thick, blinding hail and snow, making it impossible to see a ship's length. It was wonderful how the masts stood.

"At midnight it slightly moderated suddenly and cleared up enough to show us land close to the lee beam. All hands made sail.



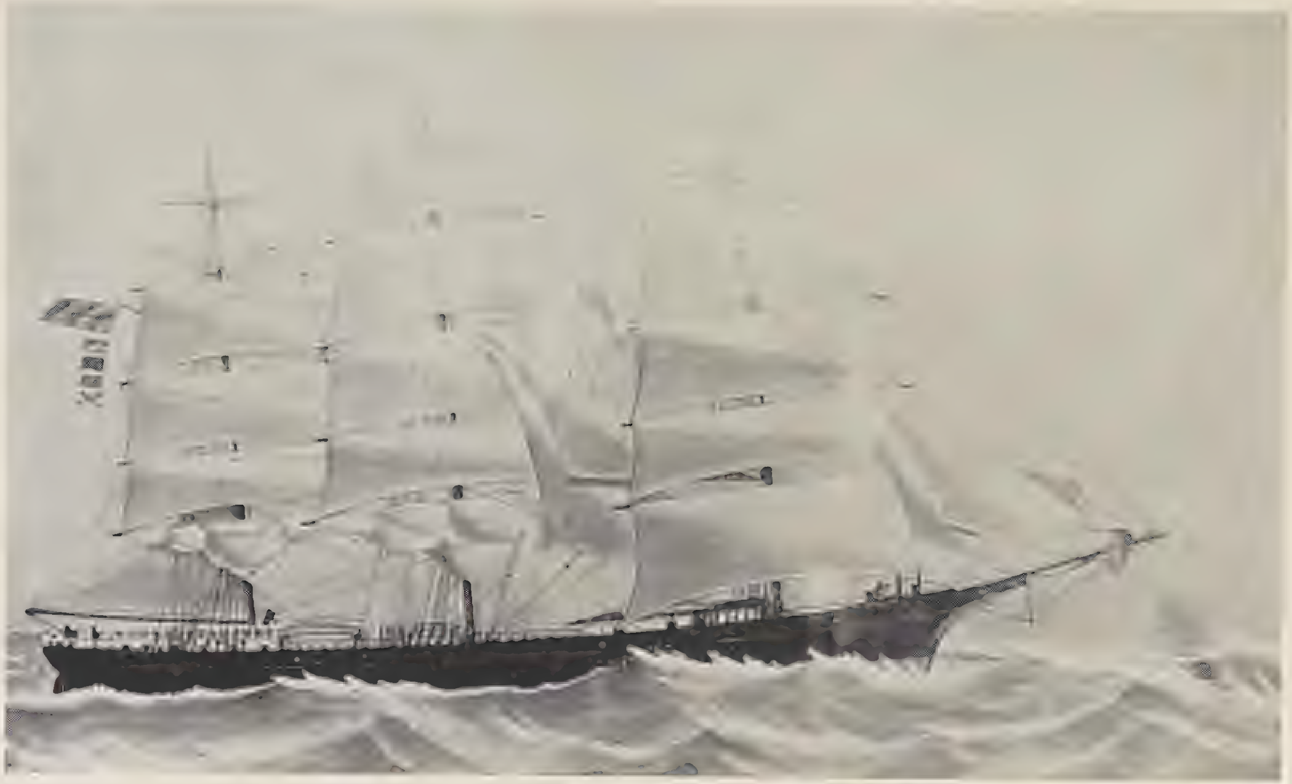
"NORTH AMERICAN," 1584 TONS, BUILT AT EAST BOSTON, MASS., IN 1873

From an oil painting by Lai Fong, Calcutta, 1890

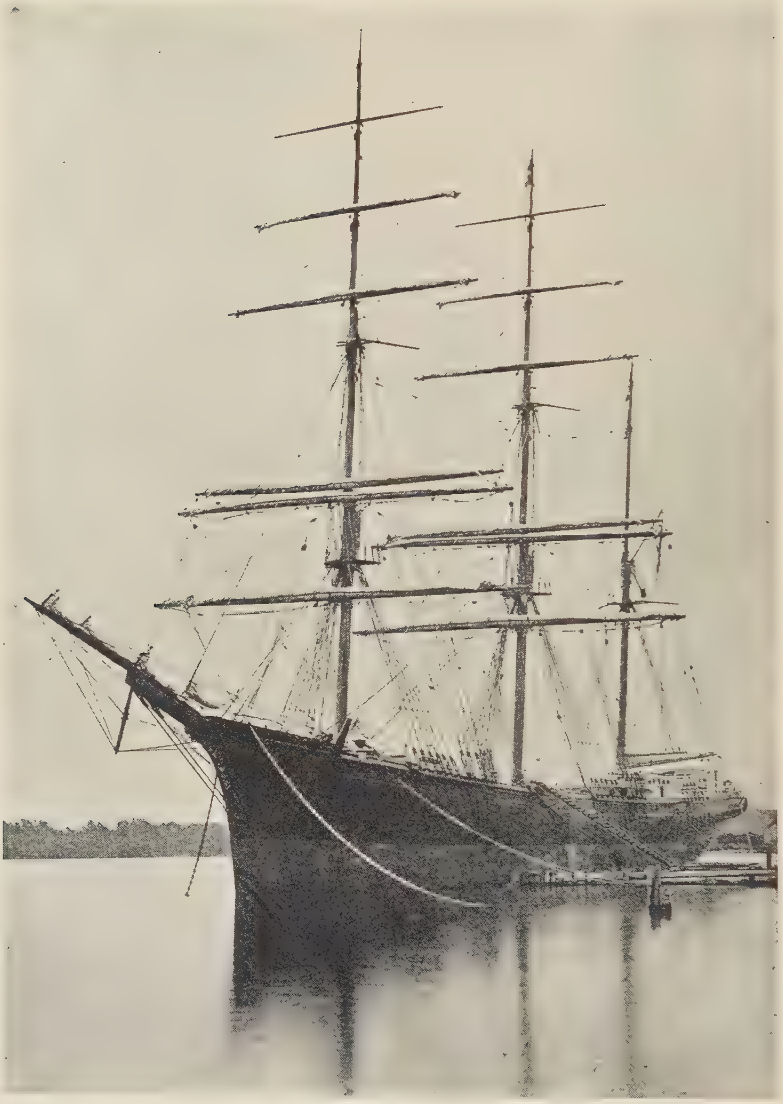


"ORACLE," 1550 TONS, BUILT AT BATH, MAINE, IN 1876

From an oil painting. Photograph by George E. Noyes, Newburyport



"P. N. BLANCHARD," 1589 TONS, BUILT AT YARMOUTH, MAINE, IN 1876
Courtesy Capt. Charles C. Oakes



BARK "PACTOLUS," 1564 TONS, BUILT AT BATH, MAINE, IN 1891
Photograph showing her in her prime. Courtesy Edward S. Clark

The main topmast-staysail was set, only to be blown to ribbons. The lee clew of the courses was then hauled aft, the whole spanker, and foretopmast-staysail set, and the ship straightened out her wake, but in a few moments land was made ahead and on the weather bow and we could now see high cliffs and heavy seas breaking over them. Destruction seemed inevitable to the good ship and all on board. Only by the Captain's great coolness and presence of mind were we saved. When close upon the breakers an opening in the land was discovered and the wheel was put hard up. The ship sailed in between the land, towering up hundreds of feet, into smooth water but she then became unmanageable on account of the eddying currents. The anchor was got ready but no bottom could be found and in a short time a large ledge of rocks was seen under our lee with seas breaking heavily. The ship struck with tremendous force but remained only a few moments and then drifted off into smooth water. Boats were then made ready, officered, manned and made fast to the ship which continued to drift until she struck a high ridge of land. Cast the lead and found four fathoms under the stem and fifteen fathoms under the stern. Steam was made on the engine and both pumps started but the water gained rapidly. The boats were brought alongside and we had only time to secure a few clothes when our ship listed over and sunk entirely from sight, sliding off into deep water. The boats then pulled along the shore for some distance before a landing place could be found as the land rose abruptly from the water and in many places there were high cliffs.

"A slight cove was finally found with a sandy beach and although considerable surf was running, everything was safely landed and the boats securely moored. We then built a camp on the side of a hill, from a topsail that we had saved, and lay down to sleep, completely exhausted in body and mind. The rain that poured down leaked through our covering but we slept as soundly as on a feather bed at home. From the time the gale commenced to the time of the wreck, was 62 hours, with 42 hours a perfect hurricane.

"Eight days of heavy weather were spent in camp before sun observations could be got to obtain our correct position. During this time the boats were being made ready to leave. Our sufferings were terrible owing to the severe cold and the rain, hail and snow which came down the greater part of the time, keeping all wet. The wood was so green that it was almost impossible to make it burn. Expeditions were made by land and boat but no signs of life were found except a few native men and women clad only with a small skin across the shoulders. We could not understand anything they said nor gain any information but they obliged us to keep watch night and day on the boats. All hands were on allowance of two hard biscuits per day, with a little tea, which constituted all the provisions we could save from the ship, and some mussels which were gathered at low tide.

"We finally found that we were on the east side of Herschel Isle, one of the Hermite Group, eight miles north of Cape Horn. It was then decided to start in the long boat to sea in hopes of being picked up by a passing ship and so secure rescue for the remaining part of the crew. On March 16th the long boat was ready for sea and Captain Morrison, chief officer Humphrey and five able men sailed from the island at 3 A.M. having decided to make for the Falklands through the Straits of Le Maire, 350 miles distant. Soon after leaving it commenced to blow from the southwest so the boat was run southeast about 25 miles, but the sea and wind increased so fast that a course was made for the Strait. Towards night the wind blew very strong with heavy squalls of rain and hail. The seas came rolling into the boat keeping the men baling, with everyone wet and cold. The Captain dare not run longer so headed the boat to the wind and put out the drag. This caused her to ride well although water came in at times. During the night our sufferings were severe and only with great exertions by pounding themselves, could the men keep from freezing. When daylight came the wind moderated. We then set reefed sails and at 9 A.M. came to anchor in Success Bay, Strait of Le Maire, but could not land as the surf ran so high.

"During the day the sun would come out at times for a few moments; then heavy squalls of wind, rain and hail would sweep down from the mountain gorges, seemingly bent upon our destruction, and the men dare not try to sleep for to sleep was never to awake. At 4

P.M. on March 17th, the Captain decided to put to sea and make as much progress as possible while the men's strength lasted for they could stand but little more exposure. We had just got under way when a sail was seen entering the Strait and it now fell calm, so the ship was at our mercy. Men forgot all their sufferings and 'out oars' with a will. After four hours hard pulling we reached the German bark *Bessel*. On reaching the bark's decks we found the crew under arms preparing to fight, thinking we were pirates. Had there been a wind we would not have been rescued and no doubt would have perished before reaching the Falkland Islands. The next day the bark was in sight of Cape Horn, in a light breeze, with fine weather. Captain Morrison then asked the captain of the bark if he would not rescue the remaining 17 men of the *Oracle*, left on the island, as they had but little provisions and few clothes and offered $500 for so doing. The captain would not listen to anything said and so we were obliged to sail away and leave them to their fate, trusting to a speedy arrival at Valparaiso where the bark was bound."

The *Bessel* arrived at Valparaiso, April 14th, 28 days from Cape Horn. The United States Consul immediately ordered an expedition sent to rescue the marooned crew of the *Oracle* and this was accompanied by Mr. Humphrey to a successful issue. Mr. Humphrey, later Captain Humphrey, is still living, his home being in Tacoma. His sea career is referred to in connection with the ship *Ranier*.

Capt. J. J. Humphrey, the first commander of the *Oracle*, was a native of Yarmouth, Maine, and for some ten years prior to 1866 was master of the ship *Ceres*, owned by Blanchard Brothers. He then took the ship *Oracle* which had been built in 1863, by Chapman & Flint, at Thomaston, Maine, and was in her until she was sold in 1872 to go under the Peruvian flag and carry coolies from China to the guano deposits. Captain Humphrey then made a voyage in the new ship *S. C. Blanchard*; one in the ship *St. Lucie* and two in the later *Oracle*. On relinquishing command of the latter in 1880, the Captain retired from the sea and spent the remainder of his days at his home in Yarmouth.

Capt. Samuel H. Morrison is referred to in the account of the ship *Ranier*.

OREGON

THE *Oregon* was built by William Rogers at Bath, Maine, and he was her managing owner until she was sold on the Pacific Coast. She was launched in November, 1875, and was 205 feet in length, by 39:9, by 24 feet, her registered tonnage being 1364. She was built from the same moulds as the ships *Hercules* and *Highland Light* and all were good examples of the first-class American merchantman of the time. The bow was moderately sharp and quite flaring, the under-water lines being slightly concave. The run was rather long and finely shaped and the stern, square. The *Oregon* proved to be the fastest sailer of the three. Her performances on her maiden voyage were remarkable and the reputation she then established was maintained throughout her whole career as a sailing vessel. Withal, she was an excellent carrier, loading as high as 2100 tons of dead weight for long voyages and while being operated in the Pacific Coast coal trade she often had over 2300 tons aboard.

Under command of Capt. John M. Cushing the *Oregon*, on her maiden voyage, proceeded from Bath to Norfolk, Va., and loaded for Liverpool. She went across in 17 days, the date being January, 1876. On March 31st she left Cardiff and 101 days later reached Hong Kong; discharged her coal and crossed the China Sea to Manila in 3½ days; loaded sugar for San Francisco and made the run up in 47 days; discharged and loaded wheat and made the passage to Queenstown in 102 days. All of these runs were very fast and the performances of the ship were extremely satisfactory to all parties having any connection.

Captain Cushing's second voyage was from Liverpool to Bombay, 100 days; Bombay to Valparaiso, 76 days; Pabellon de Pica to Queenstown, 88 days; another very satisfactory voyage.

Capt. A. E. Work commanded the *Oregon* on her third voyage taking the ship out to New Zealand in fair time. He then had the very fast run of 40 days to Puget Sound; thence eight days to San Francisco with coal and from there 112 days to Queenstown with wheat. Captain Work then gave up the command to Captain Pennell, he crossing to Bath to take the new ship *Thomas M. Reed*. Captain Pennell made three voyages in the *Oregon* one of which was from Liverpool to San Francisco in 118 days and the others in fair average time. Capt. John H. Merriman was the next commander of the *Oregon* and was unfortunate in having the only long passage the ship ever made, 175 days from New York to San Francisco. This, however, was explained by the fact that headwinds were met with in the South Atlantic followed by 42 days of violent gales from the westward in rounding Cape Horn. The water supply was about exhausted when Callao was made, 126 days out, and the passage thence to the Golden Gate took 48 days. However, Captain Merriman later had this run offset by reaching San Francisco in 39 days from the Bashee Channel, although his whole time from Hong Kong was 51 days. This was in 1887 and completed the Rogers' ownership and management of the *Oregon*, she being sold in August of that year to William E. Mighell of San Francisco for $28,000.

The new owners of the ship operated her for 16 years in the Pacific Ocean, she being rigged as a bark most of this time. She ran coastwise a number of years under different masters but after being put in the export lumber trade in 1895, Captain Parker had command some eight years, when she was again sold. During her operations in the Pacific she upheld her reputation of being a fast ship in spite of the fact that she was getting old and was invariably loaded very deeply. A number of her round voyages between San Francisco and British Columbia were completed in 28 days or under and when in Australia in 1903, her last year as a sailing vessel, she made the run from Melbourne to Newcastle in five days which was about the time made by steamers at that period.

Shortly after her return to the Coast from Australia, in 1903, the *Oregon* was purchased by Robert Dunsmuir's Sons, for $6,300. She was converted into a barge for use at the British Columbia coal mines, belonging to her new owners, and after several years of service was sent to Alaska and finally lost at Nome.

Capt. John M. Cushing, the *Oregon's* first master, was born in Phippsburg, Maine, in 1851. Two years later the Cushing family moved to Bath. When 17 years of age and just out of the old Bath High School, young Cushing shipped as "royal boy" on the *Ellen Goodspeed*, rising to be her chief mate within three years. He then joined the ship *John O. Baker*, engaged in the trans-Atlantic oil trade out of Philadelphia, and was in her as chief officer until the *Oregon* was built. After resigning command of the latter he went to London, passed the necessary examinations and was granted an English master's license, then going as second officer on the Red Star steamer *Waesland*. On the next voyage he was chief officer, a position which he held until June, 1882. Then, after making several voyages in American steamers, he went to the Pacific Coast and was for four years in Washington Territory and British Columbia taking contracts for handling iron shipped to New Tacoma for completion of the Northern Pacific, and to Port Moody for the construction of the Canadian Pacific Railway. In 1886 he took command of Vanderbilt's steam yacht *Alva*.

ORIENTAL

THE *Oriental*, built by E. & A. Sewall at Bath, Maine, was launched in October, 1874, and was 220 feet, by 42, by 24:9 feet, and registered 1625 tons. That she was well constructed is evidenced by the fact that she was continuously in service as a sailing vessel until 1925. She was well sparred and originally swung an 88 foot mainyard. While breaking no sailing records she has some very good passages to her credit, viz.: 112 days from Browershaven to San Francisco; 112 days from San Francisco to Havre; 113 days from San Francisco to Liverpool; four days from San Francisco to Departure Bay, B. C.; and 29 days from Acapulco to San Francisco. On this latter passage she left the Mexican port in company with the ships *Occidental* and *Chesebrough* and beat them four days and seven days respectively. During the last few years of her sea life she was rigged as a bark.

The *Oriental* was owned by her builders until 1881 when she was sold to Samuel Blair of San Francisco. She then made one round voyage to Europe, after which she was engaged in the Pacific Coast coal trade some 25 years, making voyages with clock-like regularity; in some years completing seven rounds between San Francisco and Puget Sound. She was then purchased to be operated in connection with the salmon canning business in Alaska, being at first owned by the North Alaska Salmon Company. For the past 12 years or so her owners have been Libby, McNeill, & Libby, and following her return from Alaska in 1925, she has been laid up in Lake Union, Seattle. It was recently stated that she was about to be burned for the metal used in her construction.

On her maiden voyage the *Oriental* left New York, Nov. 28, 1874, but when a week at sea she encountered a heavy gale and her rigging not having been well set up the maintopmast and foretopgallant masts were carried away. At the same time the cargo shifted and the ship put back to New York. From the time she then left New York she was not again in any American Atlantic port as prior to her sale on the Pacific Coast her voyages were all between European ports and San Francisco except the passage from Cardiff to Acapulco. In January, 1883, during a heavy gale at Tacoma, she was damaged to the extent of some $10,000 by colliding with the British ship *Lauderdale*, and part of her cargo had to be discharged so that repairs could be made. On her passage from San Francisco to Antwerp, in 1881-1882, she rescued the crew of the St. John ship *Roxellana* which had been abandoned in the South Pacific.

Capt. Albert C. Otis, who was long in the service of the Messrs. Sewall, was in command of the *Oriental* for five years, leaving her to take the ship *Solitaire* in which he owned an interest. The Captain retired from sea life in 1892 when he relinquished command of the ship *Servia* after being a master for over a quarter of a century. Capt. Joseph E. Sewall took the *Oriental* from Captain Otis, giving her up when she was sold. Thereafter she had many different masters, among whom were Capt. John Slater, who had commenced sailing out of San Francisco in 1872, and Capt. F. S. Parker, who had been on the Pacific Coast since 1868.

P. N. BLANCHARD

THE ship *P. N. Blanchard* was built in the Yarmouth, Maine, shipyard of Blanchard Brothers, by their master builder Joseph A. Seabury and was launched May 9, 1876. She was named after Perez N. Blanchard, a son of Capt. Sylvanus Blanchard who, after retiring from sea, had started in the shipbuilding business which after his death was conducted by P. N. and his brothers Paul G. and Sylvanus C. Blanchard.

The dimensions of the *P. N. Blanchard* were 213 feet, by 40, by 25 feet, and her registered tonnage, 1589. Like all the Blanchard fleet she was built of the finest materials and to the highest rating. She had lofty spars and crossed three skysail yards. Her first master was Capt. D. C. Loring, who is referred to in the account of his prior command, the fine ship *Admiral*. Capt. Nathaniel W. Blanchard was, however, in command during the greater part of the career of the *P. N. Blanchard*, being relieved on occasions by Capt. Frank L. Oakes and the latter's younger brother, Capt. Charles C. Oakes. In 1899 the ship was reported sold to the California Shipping Company of San Francisco, while she was in port at New York, and Captain Blanchard was succeeded by Capt. P. J. Courtney who had been chief mate of the ship for some years.

During the early career of the *Blanchard* she made three passages from Atlantic ports to San Francisco but during the greater part of her sea life she was operated in trade with the Far East. She was a good carrier and a fair sailer.

In 1897 the *Blanchard*, under command of Capt. Charles C. Oakes, who had previously been master of the fine ship *Gov. Goodwin*, left New York with case oil for Sourabaya, Java, and later proceeded in ballast to Manila to load hemp for New York. At Manila, the ships *Great Admiral* and *R. R. Thomas* were found at anchor, loading for the United States. Shortly thereafter word was received of the destruction of the U. S. battleship *Maine* in Havana harbor. This news made quite a stir and the captains of the American ships in port expected to see an American fleet come rushing in at any minute to tear the city of Manila and the Spanish fleet apart. The cargo of the *Blanchard* being ready she had good dispatch and sailed before the Battle of Manila Bay, with the last full cargo taken out under Spanish administration. The *Great Admiral* and the *R. R. Thomas* had to clear out partially loaded and proceeded to Hong Kong to complete their lading. The *Blanchard* had an exceptionally fast run of 12 days to Anjer where Captain Oakes learned that the city of Manila and the Spanish war ships had fallen before Admiral Dewey's guns. Later, on calling at St. Helena, the Captain got particulars of the destruction of the enemy fleet off Santiago de Cuba.

On the ship's arriving at New York, Capt. N. W. Blanchard resumed command and made a voyage to the East Indies, after which Captain Courtney took charge and proceeded to Baltimore to load a coal cargo for San Francisco. She left Baltimore, April 6, 1900, and when off Cape Horn suffered damage in heavy weather to such an extent that Captain Courtney put into Port Stanley for repairs. These being completed the voyage was resumed but when near Cape Horn, some time later, the coal cargo was found to be on fire so the ship was squared away and started back for Port Stanley. When crossing Burdewood Bank, midway between the Horn and the Falklands, it was found that the fire was making rapid headway so the boats were got ready, the ship rounded to and both anchors let go. Soon afterwards the hatches blew off and the ship was ablaze in no time and burned, sinking at her anchors. All hands reached the Falklands, in the boats, without mishap.

Capt. Nathaniel W. Blanchard was the son of Perez N. Blanchard and in addition to commanding the *P. N. Blanchard* had the Blanchard Brother's ships *Pacific* and *Admiral*. He is still living in Yarmouth. Captain Courtney died in San Francisco about three years ago. In 1901 he was in command of the ship *McLaurin*, engaged in the Alaska salmon trade.

P. R. HAZELTINE

THE ship *P. R. Hazeltine* was the largest and finest ship ever built in Belfast, Maine. She was named after Paul Richard Hazeltine, a prominent merchant of Belfast, who took an interest in all public affairs and financially backed any enterprise tending to benefit the welfare of the community. He had shares in many Belfast-built vessels and was a close friend of Capt. Ezekiel Horace Herriman, at whose suggestion the *Hazeltine* was constructed. Captain Herriman, generally known as Captain "Horace," was interested in the ship to the extent of one-quarter and was to command her. He was a native of Stockton, Maine, and one of the best-known shipmasters of the Pine Tree State. His first command was a schooner, after which he had the full-rigged brig *Denmark* and then the barks *Nichteroy, John Rynus,* and *Tijuca* and the ship *Ivanhoe,* which had been built for him. Later he had shares in various vessels and for a time was the principal owner of the ship *City of Brooklyn.* He had practically retired from sea life when construction of the *Hazeltine* was begun.

The dimensions of the *P. R. Hazeltine* were 226 feet, by 42:8, by 24:8, and she registered 1663 tons. Work on her construction was started by the well-known master builder Columbus Carter, the *Hazeltine* being his one hundredth vessel, but he died before she was completed and the finishing work was done under the superintendence of Capt. "Horace" Herriman.

The start of the new ship was not auspicious. Leaving Bangor in July, 1876, on her maiden voyage, with a large cargo of deals for Liverpool, she stranded on Cape Sable during a dense fog and was forced to jettison her deck load before she could be floated. On the completion of the passage and the discharge of all her cargo, it was found that a rock in the ship's bottom, at the bow, was so deeply imbedded as to require force to be removed. Had it fallen out at sea the vessel must have become waterlogged and possibly have had to be abandoned.

From Liverpool, the *Hazeltine* made a voyage to an Indian rice port, on return from which she crossed to New York and loaded general cargo for San Francisco. Sailing in December, 1877, all went well until Feb. 18, 1878, when she was sunk in the bay at Wollaston Island, near Cape Horn, with her bow in seven fathoms of water and her stern in 18 fathoms. As he had often done before, Captain Herriman had put into a haven for shelter rather than battle with heavy gales. The following details are from a journal kept by the second mate of the ship, Charles S. Herriman, a son of Captain Horace, who was then 20 years of age:

"We were 60 days out from New York when Cape Horn was made. The wind then hauled to southwest and began to blow hard. Instead of being blown back, the Captain thought it best to run under the lee of Wollaston Island. After getting in behind Deceit Rocks, he thought it better to keep on and run through Nassau Bay, for it would be a great gain to come out into the Pacific by way of False Cape Horn. This was on February 17th. We got the starboard anchor all clear and all day ran behind the north side of Wollaston Island. At midnight we could not fetch out by North Roads, so anchored. By one o'clock, 18th, all was snug and sails all fast. At 4 A.M., a dead calm. At 6 A.M. got under way and stood out in a light northwest breeze. Towards noon the wind hauled to westward and the Captain decided to return to the old anchorage. Running along with a good breeze at about eight knots, on a clear course, according to the charts, the ship brought up with an awful shock on a sunken ledge. We immediately got out three boats and put everything we could think of in them, most of the provisions going into the long boat. The Captain, his wife, the second mate and four men got in the second size boat, intending to land on the nearest island. A gale from the southwest arose and we could make no headway in the ugly sea. The Captain, his wife and one man were then transferred to the long boat, which then attempted to tow us four men but we had to cast off and were soon out of sight. We lost our tiller and my three men were very much frightened.

"On the 20th we started along the coast of Wollaston Island and, turning a point, saw the third boat containing Mr. Robinson, the mate, with eight men. His boat had got filled two days before and he had to heave almost everything overboard, being now as badly off as I. I took three of his men, half a ham and some raisins. On the 21st had a gale from southwest with hail and snow; gave up search for the other boat. On the 22nd saw Indians paddling along the shore in a canoe. On the 24th the mate's and my boat sailed around Lenox Island about twenty-five miles, one on each side, but found no trace of the long boat. Were pursued by Indians in a canoe but in a strong, fair northwest wind we sailed away from them. On the 25th started back for the wreck to try and get light sails for the boat and covering for ourselves but the wind sprung up from the west so we returned and I cut up our only blanket for a sail. Found that our rudder was lost; made one out of a thwart and made the irons out of an auger.

"February 26th. Started early and ran across to New Island, 32 miles and then to the mainland of Terra del Fuego, about 12 miles. This morning made our camp in a little cove and built a good fire. Managed to kill two penguins so we had a good supper although we had no salt. All this day ran down the coast with a fair wind, making about five knots. On the 27th we pulled all day with no wind; saw smoke from a fire but didn't go ashore. During the forenoon of the 28th we rested a little and cooked mussels. In the afternoon started rowing and towards night beached our boat in a cove. In a cave we found two skeletons with the flesh half stripped off and the odor awful. There was half a box of tobacco, part of a ship's compass and a lot of sea boots, caps and oil clothing but nothing in the way of evidence for identification. The clothing, however, appeared to be of European origin. We took some sea boots, oil coats and the tobacco and as we couldn't stand staying there after such a sickening sight, launched our boat and pulled along the coast all night.

"On March 1st we made Staten Land on the starboard bow and crossed the Straits but were nearly swamped in the ugly seas. Got a good landing place about noon on a sandy beach with wood and water handy. Hauled up our boat and built a big, rousing fire. Found plenty of mussels, limpets and celery and caught some large crabs and two penguins, all of which were very nice. March 2nd was fine and pleasant, we being sheltered from the wind. During the afternoon found a prior camp, where was a cask of blubber—a smaller one of clear oil and a large iron pot. Launched our boat and pulled out to attempt reaching a sail but couldn't see her and returned. Had plenty of large shell fish and got another penguin. On Sunday, March 3rd, rested and ate mussels but they were not very strengthening; still I had to save the ham and few canned goods, as they would keep. My revolver had been of great help in preventing mutiny and the men from seizing our few stores and taking charge of the boat. We made a fish hook out of a piece of umbrella rib but couldn't catch any fish.

"Monday, March 4th. Started at 8 A.M. and went to the other side of the Strait, 13 miles, with a good wind from the eastward; was across by noon and sailed along the shore on the lookout for the other boats. After sailing two hours, Frank shouted 'A sail!' and away off, there was a speck on the horizon. We pulled out into the middle of the Strait as fast as we could and at 4 o'clock we got ahead of her and lay to, waiting. She came up with a fresh breeze but did not see us until they were almost on us. We stuck up an oar with a pair of pants on it and very soon she came to the wind with her mainyard aback and we got on board just two weeks from the time our ship had sunk. The rescuing vessel proved to be the bark *Sonoma*, Captain Newbury, 59 days out from Liverpool, for San Francisco. We were well received, given clothing and blankets and in every way treated most kindly."

After learning the story of the castaways, Captain Newbury, in beating around Cape Horn, kept as close to the shore as possible in an endeavor to locate the other two boats of the *Hazeltine* but no trace of them was seen. It later developed that they had escaped much of the hardships endured by young Herriman and his boat crew and both had been picked up by the French bark *Gustave*, later being landed at Guayaquil. The bark subsequently proceeded to San Francisco, having the two boats she picked up stowed on her deck.

After his arrival home, Captain Herriman arranged for the purchase of the wreck and cargo from the underwriters and organized a salvage expedition, which, however, was not successful. A salvage vessel was dispatched from Montevideo and some $2,000 worth of cargo was recovered but trouble was had with a party of Indians, three of whom were shot while attempting to take possession of the salvaging schooner. Shortly after, a heavy blow came on, forcing the abandonment of all operations.

The long spell of anxiety that Captain Herriman had passed through before learning of the rescue of his son and the occupants of the two boats, coupled with the loss of his ship, caused quite a change in his demeanor which was noticeable immediately after his being picked up by the *Gustave*. The failure of his salving operations caused his mind to collapse completely and after his return from the wreck to Montevideo, he was sent to Havre and from there was taken home. A few years later he passed away at an asylum in Maine.

PACTOLUS

THE full-rigged ship *Pactolus* was built by Chapman & Flint at Thomaston, Maine, and was launched in February, 1865. She was 191 feet long with a beam of 38 feet, 6 inches, and registered 1205 tons. She was not a clipper but had a very graceful model with an elliptical stern and her entrance and clearance lines were considerably longer than those of later-day ships. She was well sparred and although she had no yards above royals, spread about 5,500 yards of canvas in a single suit of sails. Her hull was diagonally braced with iron straps and was well built of the best materials. She and a sister ship, the *St. Charles*, built a year later by Chapman & Flint, had good reputations for sailing ability. After the dissolution of the firm who built and also owned her and the separation of their assets, the *Pactolus* became the property of Benjamin Flint, one of the original partners.

The first voyage of the *Pactolus* was a round between New York and Liverpool after which she made one to the West Coast of South America. Thereafter she was for some 12 years a regular trader between San Francisco, New York and Liverpool. A few years were then spent in the case oil trade with ports in the Orient after which she was operated in the export lumber business between Puget Sound and ports on the Pacific until 1893 when she took a cargo of timber and spars from Port Blakeley to Philadelphia. Returning again to the case oil trade she made voyages to Africa and India, the last one on that route being from New York to Zanzibar, thence to Aleppey, India, and return to New York. This was followed by her taking lumber to the River Plate, from whence she went to Charlotte Town, Florida, to load phosphate rock for Baltimore. On the trip around she encountered a very heavy gale during which the deck beams were nearly all broken down. Captain Hall put into Key West with ten feet of water in the ship's hold and later she was condemned and sold to Brown Brothers of Baltimore. She was converted into a barge and after a number of years' service foundered on June 2, 1907, off Hog Island, Virginia. During her last several years of operation as a sailing vessel, all the yards had been taken off the mizzenmast, although she still carried the original topmast and topgallantmast.

In the Cape Horn trade with San Francisco, the fastest voyage of the *Pactolus* was in 1877-1878 with Capt. Theodore P. Colcord in command. Leaving New York, May 9, 1877, she went out to San Francisco, thence to Astoria where she loaded grain for Liverpool and after its discharge, crossed to Philadelphia arriving Apr. 5, 1878, being 10 months, 26 days on the whole round. Her time from New York to San Francisco was 114 days. She was but six days rounding Cape Horn from 50° south, 64° west to 50° south, 89° west and from the latter point was 21 days to the equator in strong winds and very changeable weather. Unfortunately very light winds and calms north of the Line spoiled what otherwise would have been a very fine passage, she being 33 days from the Line to port. Her time from Astoria to Liverpool was 112 days. The following year she was 100 days from San Francisco to Queenstown this being her fastest eastward passage. The average of her 12 runs from North Atlantic ports to San Francisco is 130 days, the one of 114 days being the fastest, and one of 146 days the slowest.

The first master of the *Pactolus* was Capt. William Tobey of

Thomaston, who was for many years in the employ of Chapman & Flint, always being very successful. After making several voyages in the *Pactolus*, Captain Tobey turned the ship over to his son Capt. William J. Tobey, he taking the ship *St. Charles*. Later he made a voyage in the ship *St. Lucie* and then took the *St. Nicholas*. The Captain gave up sea life in 1878 and died of heart disease at Thomaston, in May, 1882, at the age of 65 years.

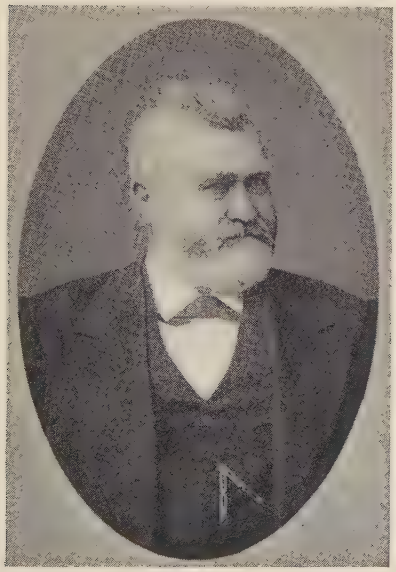
Capt. William Tobey, Jr., who succeeded his father in the *Pactolus*, had previously been her first mate. After making four voyages he relinquished the command in favor of his mate Theodore P. Colcord, he taking the new ship *Santa Clara* in which he remained some five years. He then took the new ship *John McDonald* for two voyages after which he retired from sea life and went into business in some part of the Middle West. Some 15 years ago he went back to his old home in Thomaston where he passed away in June, 1928, at the advanced age of 85 years. Captain Tobey was one of the best known and most highly esteemed shipmasters engaged in the California trade.

Capt. Theodore P. Colcord, the third commander of the *Pactolus*, had started sea life as a boy on the maiden voyage of the ship and was in her 16 years, being master the last five years. He then took the new ship *A. J. Fuller* and commanded her some 12 years. He was succeeded in the *Pactolus* by his chief mate William D. Burnham who some seven years later took the bark *St. James*. Later, Captain Burnham was port captain for Flint & Co. and following the sale of all the Flint ships and the formation of the American-Hawaiian Steamship Company he became that company's first General Manager.

Capt. J. B. Hall, who made the last several voyages of the *Pactolus*, had for many years previously been sailing in ships belonging to Skolfield Brothers of Brunswick, Maine, mainly in the *George Skolfield* and *Sam Skolfield*. After giving up sailing ships the Captain commanded steamers belonging to the American-Hawaiian Steamship Company and since retiring from sea has made his home in Los Angeles.

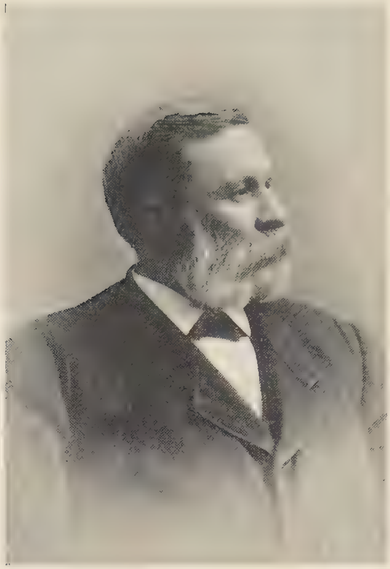
Capt. Charles M. Nichols
Ship *Lucy A. Nickels*

Capt. William G. Nichols
Ship *Frank Pendleton*

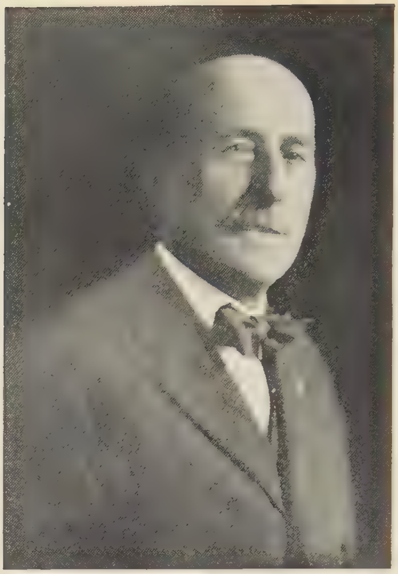


Capt. Wilson C. Nichols
Ship *Resolute*

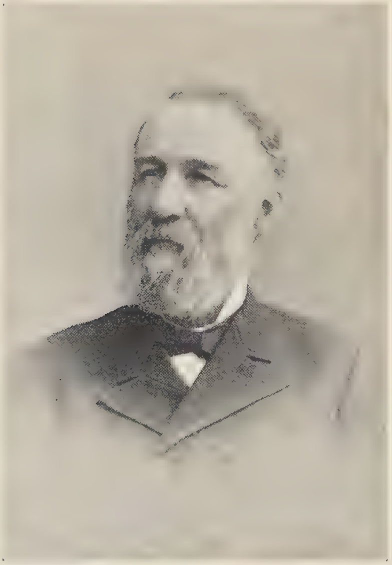
Capt. E. D. P. Nickels
Ship *Resolute*



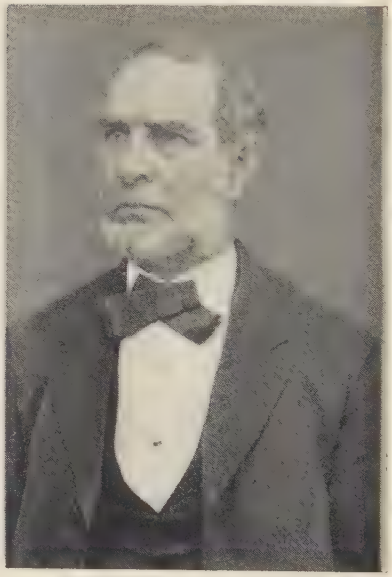
Capt. Jonathan C. Nickels
Ship *Henrietta*



Capt. Charles C. Oakes
Ship *Gov. Goodwin*



Capt. Benjamin F. Pendleton
Ship *Nancy Pendleton*



Capt. James G. Pendleton
Ship *Nancy Pendleton*

PACTOLUS

THE bark *Pactolus* was built in 1891, in the Bath, Maine, shipyard of Flint & Co., of New York, by their master builder John McDonald, and was 223:7 feet, by 41:2, by 24 feet, with a registered tonnage of 1564. She was a handsome vessel of good model and well sparred, crossing skysail yards on both fore- and mainmasts.

During the first few years of her career the *Pactolus* was operated in the Cape Horn trade, running between New York, the Columbia River and the United Kingdom. She then made a couple of voyages to the Orient with case oil after which, in 1899, she took coal from Philadelphia to San Diego, Cal. After her arrival on the Pacific Coast she was sold by Flint & Co. to the California Shipping Company which also purchased, about the same time, the rest of the Flint fleet of sailing vessels.

The new owners of the *Pactolus* operated her for some 10 or 11 years on the Pacific Ocean, principally in the export lumber trade. She was then sold to F. B. Peterson of San Francisco and became a "salmon packer," making annual voyages to the canneries in Alaska. Her last arrival at San Francisco, from the Far North, was in August, 1924, after which she was laid up in the fresh water of the San Joaquin River, some 50 miles from the Bay, until October, 1927, when she was sold to ship breakers.

The *Pactolus* was a fair sailer and made average passages. Her fastest run from the Columbia River to Queenstown was 112 days. Her first master was Capt. Seymour Watts who continued in command while she was owned by Flint & Co. Captain Watts then took the ship *John McDonald* and on his first voyage in her was lost with all his crew when her coal cargo took fire and she burned at sea.

On the ownership of the *Pactolus* passing to the California Shipping Company, Capt. C. A. Watts of Halifax, N. S., took over the command and continued in the ship as master eight or nine years. Thereafter she had a number of different masters.

PARTHIA

THE *Parthia* was the largest as well as the last ship built by Houghton Brothers of Bath, Maine, and was launched in January, 1891. She was 260 feet, by 44, by 28 feet, and measured 2371 tons, net, although her carrying capacity was 3500 tons. Her model was made by William Pattee and master builder Richard Gibbs had charge of her construction. With a solid oak frame and hard pine planking she was as strong a wooden vessel as could be produced anywhere. She crossed three skysail yards and was in every way a particularly handsome ship.

The *Parthia* was built for the California trade in which she completed four round voyages and was lost by fire on the outward passage of the fifth.

The first voyage started disastrously. Leaving New York, March 19, 1891, under command of Capt. E. L. Carter, she experienced a very heavy gale three days later when in the Gulf Stream. This lasted two days, finally carrying away all three topgallantmasts after which the ship was put back to Hampton Roads. After being refitted she had a good run of 22 days to the Line but subsequently nothing but baffling and head winds were met with. In the 94th day out from Hampton Roads, chief officer Grant put into Valparaiso to obtain medical assistance for Captain Carter who had been confined to his room most of the passage, suffering from dropsy. The run from Valparaiso to San Francisco was made in 59 days, Captain Carter continuing very ill and the ship being navigated by Mr. Grant. On arrival the Captain was taken to a hospital and passed away within two months. Capt. David Gilmore, for many years a shipmaster in the employ of the Messrs. Houghton, was sent out to take command of the *Parthia* and took her to Havre with a wheat cargo in 129 days.

On her second voyage the *Parthia* left New York, Aug. 15, 1892, with Capt. Edwin O. Day as master, and took her pilot off the Golden Gate when 131 days out. No paying cargo offering at San Francisco, at this time, the ship returned to New York in ballast, the run taking 96 days. The Houghton ship *Servia,* also in ballast, took her departure from San Francisco four days after the *Parthia* and Captain Reed also made good time to New York, 97 days.

The third voyage of the *Parthia* was from New York to San Francisco, 125 days, the return being 121 days to Avonmouth. The fourth was 126 days from Swansea to San Francisco and thence 112 days to Liverpool. These voyages were all made without the occurrence of any material incidents.

At Liverpool the command of the *Parthia* was turned over to Capt. Charles J. Carter and she left port, June 25, 1895, with a cargo of Welsh coal for San Francisco. On Sept. 27th, when in latitude 41° south, and about 400 miles off the Chilian coast, the cargo was found to be on fire from spontaneous combustion. Four days later the ship had to be abandoned. One boat in charge of chief mate R. A. Crocker succeeded in reaching Valparaiso, while the boats of Captain Carter and the second mate finally made the island of Juan Fernandez from whence the occupants were taken to Valparaiso by a Chilian warship. All hands had endured great hardships but there were no casualties.

Capt. E. L. Carter was a well-known navigator of first-class ability, highly esteemed for his many fine qualities. He had been in command of the ship *Armenia* some ten years, leaving her to take out the *E. B. Sutton* from Philadelphia to San Francisco. After completing this passage he returned East by rail to take command of the *Parthia* having received the appointment when the keel of the ship was laid. His health was then impaired and much of his time was spent at home. The Captain was a native of Woolwich, Maine, and was 56 years of age at the time of his death.

PHILENA WINSLOW

THE *Philena Winslow* was a handsome three skysail-yard ship of 2170 tons gross, and was launched from the shipyard of Nathaniel S. Thompson, at Kennebunk, Maine, during the summer of 1876, under the name of *Mary E. Manton.* Mr. Thompson was the owner of record at the time but she was soon purchased by J. S.

Winslow, a prominent vessel owner of Portland, Maine, who had her renamed after his wife. Capt. W. Cheney of Calais, Maine, formerly in command of the Kennebunkport bark *Antelope*, was appointed master.

The first voyage of the *Philena Winslow* was to Liverpool with deals. At that port she loaded coal and pig iron for San Francisco and arrived out after a fine passage of 113 days, being four days making the final 100 miles. From San Francisco she went to the Peruvian guano deposits and loaded for Europe.

Commencing her second voyage she left Cardiff, Oct. 27, 1878, with 2861 tons of coal for Singapore and was lost when 53 days out. An incomplete report of Captain Cheney gives some details of the wreck, as follows:

At 2.45 A.M. on Dec. 19th, during the watch of the second mate, the sound of breakers was heard and the loom of something thought to be an iceberg became visible through the fog. The Captain and all hands were immediately called and the mist clearing up a bit, the ship was found to be near land. Efforts were made to work the ship offshore but the wind failed and she drifted broadside against a bold cliff, the planking beginning to tear off immediately as the vessel rose and fell in the sea. Three boats were launched, hurriedly provisioned, and all hands left the ship. The occupants of two boats effected a landing but the boat of the second mate disappeared in the fog. It showed up, however, the next day, when it was found that the shipwrecked party was on Gough's Island, a small member of the Tristan d'Acunha group, in the South Atlantic Ocean.

A house of refuge was found, equipped with fuel and some cooking utensils and there were plenty of fish and penguins in the near vicinity. An attempt was made to reach the main island but the effort had to be given up as the weather was very bad. The sides of the long boat were then built up to make her seaworthy and nine days after the shipwreck, Captain Cheney with the second mate and eight men left in her for Tristan d'Acunha. This was reached during the night and the next morning a landing was successfully effected. Chief mate Davis and the remaining 16 members of the ill-fated ship's crew were left on Gough's Island.

Unfortunately the remainder of Captain Cheney's account cannot be found and just how long his party and that of mate Davis' were forced to remain at their respective camps cannot be learned. All, however, were eventually rescued, some by the whaling bark *Atlantic*; others by the Swedish brig *Tyro*; and the remainder by the British ship *Respigadera.*

Captain Cheney was for a few years, during the early '80's, in command of the ship *William G. Davis,* after which he retired from the sea and spent the remainder of his life on a farm he purchased in Maine.

PILGRIM

THE ship *Pilgrim* was built by J. T. Foster, at Medford, Mass., for Henry Hastings & Co. of Boston. She was launched in December, 1873, and was the last ship constructed at Medford. She was a handsome little vessel, 173 feet, by 35, by 20 feet, and registered 918 tons. In 1880 her rig was changed to that of a bark. In 1888 she was sold to parties in New York, her managing owner thereafter appearing as Daniel Bacon. She was wrecked at Turk's Island, May 20, 1893.

For many years the *Pilgrim* was a well-known trader between Atlantic ports and those of Australia and the Far East, making good average passages and being a profitable ship to her owners. In September, 1875, shortly after her arrival at Hong Kong from Shields, her cargo of coal was found to be on fire but the ship was saved by the strenuous exertions of her crew and outside help.

In 1877 the *Pilgrim* crossed from Hong Kong to Portland, Oregon, and loaded wheat for Queenstown. In crossing the Columbia River bar, bound to sea, she struck heavily, becoming badly strained and leaky. Her crew was reinforced with additional men and she was put on a course for San Francisco where she arrived 11 days later with all hands worn out from incessant pumping. The cargo was all discharged and repairs made at an expense of over $20,000. She then resumed her voyage, making the run to Queenstown in 123 days.

This instance and one in 1874 when she arrived at San Francisco from Manila and then took grain to Rotterdam, were the only occasions that the *Pilgrim* visited North Pacific ports.

The first commander of the *Pilgrim* was Capt. Frank Fowle who was later in the ships *North American* and *South American*. Later masters were Capts. James Connolly, Henry Merritt and John Freeman, Jr., all of whom, at one time or another, commanded other ships belonging to the owners of the *Pilgrim*.

PREMIER

THERE were two ships named *Premier*, owned by Searsport parties, one of which was built at that place and the other at Bangor, Maine. The latter was of 1116 tons, 180 feet, by 38, by 19 feet, built in 1853, and originally hailed from Boston, but early in her career was bought by Capt. Andrew Jackson Ross of Searsport, who commanded her on several voyages. After a few years of seafaring, the Captain retired to live ashore and later engaged in shipbuilding at Belfast, Maine.

The Bangor *Premier* was engaged in the general carrying trade, visiting the various ports of Europe, the West Coast of South America and the East Indies, and during the '60's made three passages from North Atlantic ports to San Francisco. She was the ordinary carrier type of her period and had an uneventful career. In 1874, following her arrival at Liverpool from Howland's Island, Pacific Ocean, with a guano cargo, she was sold to go under the Norwegian flag.

Following Captain Ross as commander of this *Premier*, were John W. McGilvery, Benjamin S. Merithew and Joseph P. Sweetser, all Searsport masters. Captain McGilvery was also for a time in command of the Searsport-built *Premier*. Captain Merithew began sea life at an early age and on attaining his majority, was made master of the brig *Grand Turk*. In 1855 the bark *Talavera* was built at Searsport for him to command.

Capt. Joseph P. Sweetser was in command of the *Premier* some five years and later had the ships *Zephyr* and *John Watt*. For some 20 years the Captain was accompanied on his voyages by his family, a son, Joseph D., living on board ship from the age of 18 months until he attained his majority. Young Sweetser then stayed ashore for a time but the call of the sea was too great and he joined the bark *Harvard*, of Boston, Capt. L. A. Colcord, as second mate, on a voyage from New York to the East Indies and China, lasting 17 months. This was followed by another voyage of 22 months to Batavia, Singapore, Hong Kong, Callao, Pisagua and Boston, during which he was chief mate. His last sailing vessel was the bark *Iolani*, he being mate when she foundered after colliding with the British ship *Argus*, some 700 miles off San Francisco. In January, 1904, Mr. Sweetser entered the service of the American-Hawaiian Steamship Company as a chief officer and in September, 1905, took command of the Company's steamer *Californian*. Continuing in this employ, he later commanded the steamers *Hawaiian*, *Georgian*, *Dakotan*, and others, until October, 1920, when he retired from sea life. His subsequent experiences are tersely described by the following from a recent letter: "Since giving up the sea I have been taking it easy. Just now I am trying to navigate the Searsport National Bank and sometimes I think it is not much better than navigating a windjammer." Captain Sweetser is president of the bank mentioned.

The Searsport-built *Premier* was 204 feet, by 37, by 24 feet, and measured 1392 tons. She was launched in August, 1875, from the yard of Capt. William McGilvery, whose master builder was Marlboro Packard. During her short career as an American ship she was commanded by Capt. John W. McGilvery. In 1877, when laden with a cargo of guano from Huanillos, she stranded at Dunkirk, while in charge of a pilot. She was sold as she lay but was later floated and repaired. As the German ship *Ida and Emma* she operated a number of years in trans-Atlantic trade. Later she again changed hands and was renamed *Else*.

Capt. John W. McGilvery was a brother of the builder of the *Premier*. At the age of 13 he went to sea and at 20 was master of the brig *Sarah*. In 1855 he married and engaged in business in Portland, Maine, but five years later went back to his old sea life to take the *Premier* (1). Later he was master of the ships *Oneida*, *Republic*, *Premier* (2), *Wachusett*, *Pharos*, and *Rembrandt*. After finally retiring from sea life, in 1888, the Captain made his home in Searsport and died there in July, 1904, at the age of 74 years. His birthplace was the town of Prospect, Maine, now known as Stockton Springs.

R. D. RICE

THE ship *R. D. Rice*, built by Samuel Watts and launched Oct. 18, 1883, was the last square-rigged vessel built in Thomaston, Maine. She was 252 feet, by 43:7, by 28:7 feet, and registered 2134 tons. Prior to July, 1894, she was owned and managed by her builders, but was then purchased by Flint & Co. of New York. In 1899 that firm sold her, with the rest of their fleet of sailing ships, to the California Shipping Company of San Francisco.

While under the management of Capt. Samuel Watts, the *Rice* was operated in trade between American-Atlantic ports, San Francisco, and the United Kingdom with only an occasional voyage to the Orient. While owned by Flint & Co., she made but one passage to San Francisco, the rest of her operations being with Japan. Under the management of the California Shipping Company she made a round voyage between Philadelphia and Honolulu by way of Yokohama, then going out to Hiogo where she was burned shortly after arrival.

Although the *Rice* was a large carrier and loaded 3350 tons of dead weight cargo, her sailing record is good. The average of seven passages made from Atlantic ports to San Francisco is 133 days; 127 days being the shortest and 147 days the longest. Her average of six passages from San Francisco to the United Kingdom is 118 days; 98 days the fastest, 127 days the slowest, both being to Queenstown. The single passage made from San Francisco to New York occupied 109 days and that from Honolulu to the Delaware Breakwater, 132 days. The voyages to the Orient averaged about 150 days. Capt. Newell Jordan, long in command of the *Rice*, was very proud of his ship and her record and the following extracts are characteristic of his style in making reports:

"We left San Francisco, Dec. 8, 1884; crossed the Line in 15 days; passed Pitcairn's Island on the 22nd and Cape Horn the 45th day out. We crossed the equator in the Atlantic, 28 days from the Cape, and on the 90th day from San Francisco were in latitude 45° and longitude 30° with good prospects of completing the passage to Liverpool in two figures. Unfortunately, however, we then had a series of strong northeast gales with very heavy seas and were 26 days covering a distance that should have been made in eight days. Shortly after crossing the equator in the Atlantic we met the celebrated clipper ship *South American*, Capt. Frank Fowle, which had left San Francisco nine days ahead of us. This ship cannot sail for sour apples for we were in company 13 days and had no trouble in getting away from her." Captain Jordan did not note, however, that the *South American* arrived at Dublin five days before the *Rice* got to Liverpool, nor explain how the two ships were together two weeks if one was much the faster.

Another report of Captain Jordan follows:

"We left San Francisco, Feb. 8, 1889, and hove to off Pitcairn's Island on the 23rd day out. Got some sour oranges and had a talk with Mr. McCoy who said that there were 54 males and 63 females on the island; rough on the women. On March 11, spoke the ship *Willie Rosenfeld* which had left San Francisco four days ahead of us. On that day made 291 miles. What's the matter with 291 miles in 24 hours in a Down East wood boat with her belly full of wheat? Passed Cape Horn, 43 days out, in strong northerly gales with a heavy sea on causing the old boat to baptize the mariners occasionally and washing Mr. Ah Man out of the galley for the galley's good. On our 62nd day out saw the British ship *Celtic Chief* which had left San Francisco 12 days ahead of us, also bound for Queenstown. Crossed the equator in the Atlantic, 72 days out, and three days later had a spell of light airs and calms for five days which were more or less blue owing to local causes. Then had good trades to latitude 30°; then variable winds to 45° north, 30° west. Thence to port the winds were strong from the northward. Arrived at Cork, May 18th, 98 days from San Francisco. What's the matter with 98 days?"

Captain Jordan wrote of a gale he experienced in the South Pacific: "And blow! Talk about your blizzards! I thought it would blow the whole roof off the old wagon. And the seas! They were the highest and mightiest I ever saw." Later on during this same voyage there was lack of wind, a dead calm of five days' duration being met with in the North Atlantic: "This caused the air to become very blue and the sailors correspondingly unhappy."

As a rule the *Rice* was very fortunate in escaping mishaps on her voyages. In 1888, however, she had a long and hard passage from Kobe to San Francisco during which she was partially dismasted in a typhoon; had decks considerably damaged and boats stove. In September, 1886, when just out of New York, bound for San Francisco, she was in collision with the Norwegian bark *Josva* but escaped with slight damage. The bark had her bows stove but was able to make port.

On April 11, 1901, the *Rice* arrived at Hiogo, 144 days from Philadelphia, with a cargo of case oil. During the night of the 28th she was found to be on fire in the forehold and this spread so rapidly that but one boat could be launched and that only with great difficulty. Most of the crew jumped overboard and swam to the British ship *Dumfriesshire*. The *Rice* was scuttled to save other shipping and became a total loss. No effects or other property were saved. An investigation, made under direction of the Consul, failed to fix responsibility for the fire although it was confidently believed to have been set by three members of the crew who, having been refused shore liberty, had gone into the hold with a lantern and obtained a few planks with which they had rafted themselves ashore. One of these men had been a member of the crew of the ship *Baring Brothers* when she had been burned three years previously at the same port and under similar conditions.

Capt. Newell B. Jordan was the first commander of the *R. D. Rice* and except for a voyage when he was relieved by Capt. Albert N. Colson, he was continuously in her until 1894. The Captain, familiarly known as Captain "Newt," was a native of Thomaston, a step-son of Samuel Watts. He went to sea as a youth and in 1876 took command of the ship *Eliza McNeil* and two years later changed to the bark *Martha A. McNeil*. In October, 1879, he purchased Capt. John B. Emerson's one-eighth interest in the ship *John T. Berry*, for $9,000, and commanded her until he took the *Rice*. On retiring from sea life he was a bar pilot at San Francisco many years, later locating in Tacoma and engaging in the stevedoring business.

Capt. Caleb F. Carver, who succeeded Captain Jordan, in the *Rice*, was a native of Searsport, a brother of Capt. Jesse T. Carver who lost his life on the ship *St. Mary*. The first command of Captain Caleb was the bark *Charlotte A. Littlefield* in which he purchased the interest of Capt. Wilson C. Nichols and continued in her as master from about 1870 until she was sold to go under the Norwegian flag. On a voyage from Liverpool to Halifax, in April, 1872, the crew of the *Littlefield* mutinied. They had been signed on at New Orleans and included some very rough characters, two particularly so. One of these was a New Orleans thug and the other a Texan. These men had to be continually watched and the ship's officers took the precaution of being well armed. When the vessel was about six days out from Liverpool and while everything appeared quiet, the mate, who was a brother of the Captain, was stabbed in the back by the Texan, with a long dirk. The mate turned and fired at his assailant, the shot taking effect in the right wrist of the ruffian, who then retreated, uttering threats and imprecations. Several of the crew, headed by the Louisianan, then made a rush to attack the Captain, but were met by a discharge from the officers' revolvers. The thug fell to the deck, wounded in the head, and the ringleaders being thus disposed of the others quietly submitted and went below in obedience to orders. The two wounded men were put into irons and no further trouble was experienced with the crew during the remainder of the voyage.

In 1888, Captain Carver made a passage from New York to San Francisco in the ship *A. J. Fuller* and after arrival took the *St. Nicholas* and continued in her until taking the *R. D. Rice*. His last command was the *Charles R. Flint*.

R. R. THOMAS

THE *R. R. Thomas* was the last ship constructed for account of Capt. Jonathan C. Nickels of Searsport, Maine, and was built at that place by E. Dunbar and launched in October, 1876. She was 202 feet, by 40:3, by 24 feet, and registered 1333 tons. She was named after Rufus R. Thomas, a native of Mt. Desert, Maine, who later was a prominent lumber merchant and manufacturer of house building supplies in Philadelphia. She was built to be commanded by Capt. Peleg B. Nichols of Searsport, who, except for two voyages made by Capts. Albert N. Colson and Andrew M. Ross, was in the ship until his death at Mauritius, in August, 1893. His son, Cyrus G. Nichols, Jr., completed the passage to New York, after which Capt. Edward D. Blanchard was appointed master and so continued until his death on board, in October, 1898, at Montevideo. The mate completed the voyage to the ship's destination, Boston, and shortly after her arrival she was sold to Lewis Luckenbach for conversion into a barge. On Jan. 7, 1915, she foundered off Shennecock Light, Long Island, but her crew of four men was saved.

The *Thomas* made only one passage from an Atlantic port to San Francisco but visited that port on several occasions from China or Japan, to load wheat for the United Kingdom. During the years 1888-1889 she was operated between Puget Sound and Melbourne, Valparaiso, or San Francisco, but aside from these several instances all her voyages were between Atlantic ports and those of the Far East, where she and her commanders were well known and popular. Her passages were made in fair average time and her voyages were free from serious mishaps.

Capt. Peleg B. Nichols was born in 1836 and went to sea at an early age in vessels commanded by Capt. Jonathan C. Nickels, rising to the position of mate. Later he superseded Captain Nickels in, among other vessels, the bark *Sarah A. Nickels* and ship *Moonlight.* He was taken sick on board the *Thomas,* after she left Hong Kong, in June, 1893, bound for New York, and died the day after the ship had put into Mauritius for medical assistance. Captain Nichols was a very competent navigator and had many warm friends in all parts of the world.

Capt. Cyrus G. Nichols, Jr., gave up sailing ships after taking the *Thomas* from Mauritius to New York and then spent several years as mate in different steamers and government colliers. His last years were spent on the Pacific Coast and eventually he was drowned in Alaska but was not then attached to any vessel.

Capt. Edward D. Blanchard had been many years in command of the ship *Henrietta* before he took the *R. R. Thomas*. He became sick on the latter while proceeding on a voyage from Manila to Boston, by way of Cape Horn, on account of the Spanish-American War then prevailing. The mate put the ship into Montevideo for medical assistance but Captain Blanchard passed away a few days after her arrival in port. As a young man he had sailed as mate under Capt. Jonathan C. Nickels, later being master of the latter's ship *Moonlight* and also of the ships *E. Sherman* and *William McGilvery*. He commanded the ship *Henrietta* on two different occasions and on giving her up the second time had intended to retire from the sea, having been a master some 25 years.

Before taking command of the *R. R. Thomas*, Capt. Albert N. Colson had served in her as an officer under his uncle Capt. Peleg B. Nichols. Later, he made a voyage as master of the ship *R. D. Rice* and one in the ship *Lucy A. Nickels*, then buying an interest in a schooner which he sailed a few years. He retired from sea when quite young and became Superintendent of a steamship company's dock in New York, which position he still retains.

RANIER

THE *Ranier* was a fine ship built by E. & A. Sewall at Bath, Maine, and was launched in June, 1883. She was 233 feet long, 42 feet beam, and registered 1877 tons, net. Capt. Samuel H. Morrison was appointed commander and lost her on her first passage. The following is the Captain's account of the disaster:

"The *Ranier* sailed from Philadelphia, Aug. 9, 1883, with 73,000 cases of kerosene consigned to the China and Japan Trading Company at Hiogo. On September 19th the ship crossed the Line and on October 19th passed the Cape of Good Hope. On November 28th she passed Norfolk Island and passed east of New Caledonia and New Hebrides. During the month of December had calms and baffling airs with rain squalls. On January 1st took the trades near Margaretta Island, passing eight miles to the westward and steering northwest expecting to make Lydia Island before dark. Could not see it from the foreroyal yard which proved that the position laid down on my chart was incorrect. For caution, steered southwest until 9:30 P.M. when the ship ran on the weather side of a half tide reef. The weather being dark and hazy, this could not be seen in time for the ship to answer her helm. Soon after many squalls came on, with wind and sea increasing and the ship rising and falling with destructive force. About noon the next day she bilged and went on beam ends, listing offshore. With the assistance of natives we were all taken off through the surf and landed on a little islet about ten miles from the wreck where we were kindly cared for. Soon after the decks of the ship burst open and all the cargo washed out over the reef to sea. Then the masts all went and the splendid new ship *Ranier* became one mangled mass of ruins.

"On January 10th we fitted out and dispatched the longboat with the second mate and four seamen in search of relief. We continued gathering wreck stuff to build a schooner 40 feet long, which we accomplished March 18th. Myself and thirteen others then started for and reached Jaluit or Bonham Island, after a rough run of five days. We found two German trading houses there 'strictly on the make,' not as hospitable as the natives of Ujae Island were. By hiring money from them at five per cent per month and giving my chronometer and the schooner as security, we managed to live, but they would not send one of their schooners to relieve my people at Ujae.

"On April 3rd the U. S. sloop of war *Essex* rescued the crew at Ujae and then came to our relief at Jaluit, taking us to Yokohama where we arrived May 5th. The longboat's crew was picked up by the British bark *Calabria*, off Ulan or Armstrong Island, on January 21st, and landed at Saigon in March, going thence to Hong Kong by steamer. General Mosby, the U. S. Consul, made timely exertions in procuring a government steamer for our rescue which proved successful. On board the *Essex* we were received and entertained with most cordial and generous hospitality by all the officers and crew. The *Essex* was fourteen hours hunting for Ujae after her arrival at the position laid down on the charts and by my observations and from what I learned from the traders, the charts of all coral reefs and islands of the Marshall group and surroundings should be blotted out and marked 'positions and existence doubtful' until they had been surveyed."

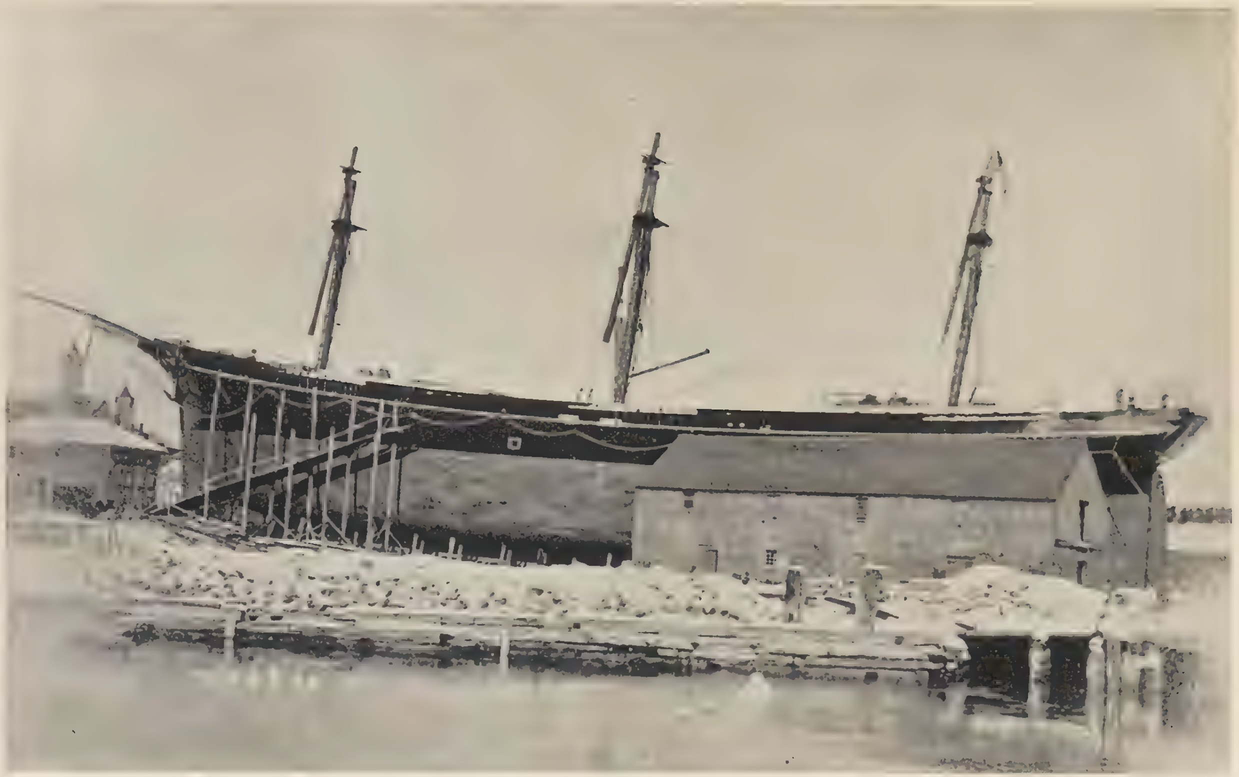
Capt. Samuel H. Morrison of Bath, had long commanded vessels belonging to that port, one of his earliest being the bark *Dirigo* which he had for some years prior to 1870. He was unfortunate in losing a number of ships besides the *Ranier*, one being the ship *James A. Wright*, wrecked in 1877, and another, the *Oracle*, lost in 1883. Following the wreck of the *Ranier*, he was, for a time, living in the Santa Clara Valley, California. In February, 1890, he went to Tacoma to relieve Capt. Dexter Whitmore in the ship *Parker M. Whitmore*, taking her to Avonmouth with a cargo of grain. On later crossing to Philadelphia, his ship was stranded and became a total loss at Shelburne Harbor, N. S.

The chief mate of the *Ranier* was Omar J. Humphey who was born in Yarmouth, Maine, in 1856. He first went to sea as boy in the ship *Ceres*, of Yarmouth, and first visited the Pacific Coast when third mate of the ship *St. Lucie*, in 1874. He then went as freight clerk on coasting steamers but four years later returned to deep-water sailing as a mate on the *St. Nicholas*. He was four years in the *Oracle* as second and chief mate, under Captain Morrison, whose daughter he married. After the loss of this ship he published a very interesting account of the trials and hardships of the crew. Following the wreck of the *Ranier* he went back to coasting steamers as an officer, rising to be master. His last command was the steamer *Jeanie*, belonging to the Pacific Steam Whaling Company and operating in connection with the owners' salmon canneries in Alaska. On giving up sea life he continued with the same company as a superintendent for some years and finally made his home in Tacoma where he is still living.

RAPPAHANNOCK

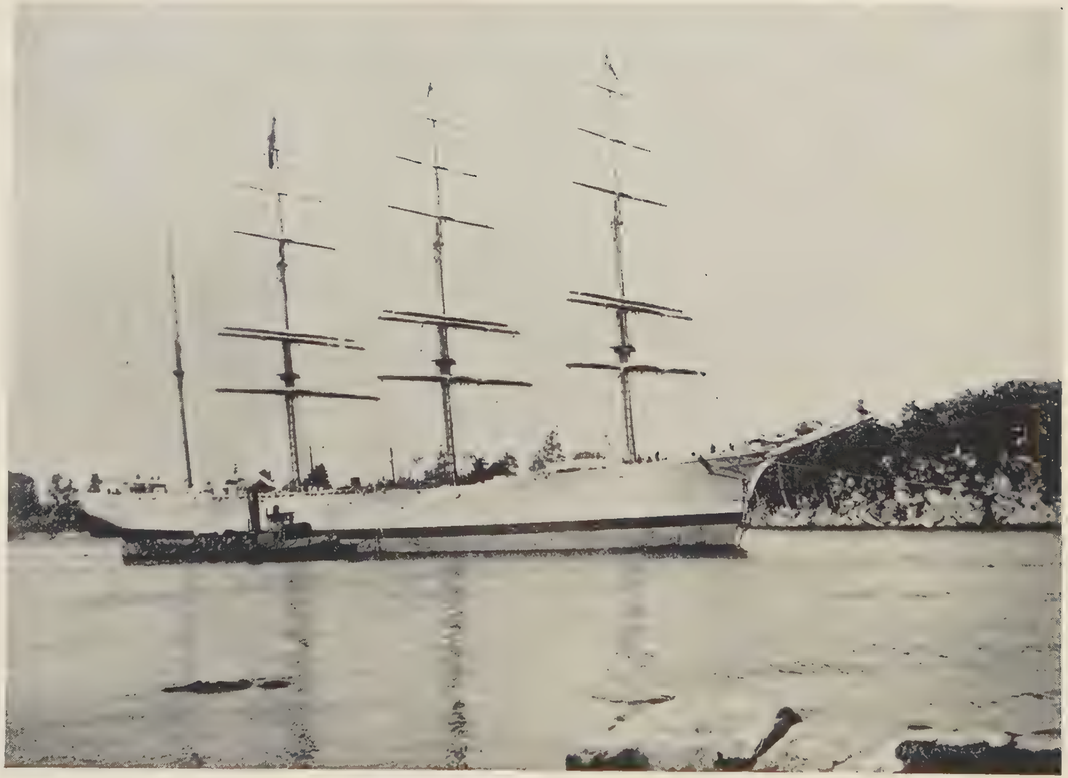
THE ship *Rappahannock* was built by Arthur Sewall & Co. at Bath, Maine, for their own account and was launched Jan. 6, 1890. Prior to her construction no full-rigged ship had been built in Maine after the *Hotspur* and *Willie Rosenfeld* had left the ways in 1885, and as the *Rappahannock* was announced as the first of four very large wooden ships to be constructed, her advent was hailed as the forerunner of a fleet that was to restore American commerce to its old-time prestige and become as famous as were the old clippers in the heyday of their career. The sequel proved, however, that conditions had so vitally changed during the 40 years intervening that the day of the wooden square-rigger had vanished and following the launch of the *Roanoke*, the last member of the quartette, the Messrs. Sewall turned their attention to the construction of steel ships.

The *Rappahannock* was a three-masted, three skysail-yard ship, with double topgallants, while her companions, *Shenandoah*, *Susquehanna* and *Roanoke*, were four-masted barks. The dimensions of the *Rappahannock* were: 287:2, by 48:9, by 28:8, and her registered tonnage, 3053, net. Her fore- and mainmasts were 88 and 89 feet long, respectively, 38½ inches in diameter; mizzenmast, 82 feet long. The maintopmast was 58 feet in length, and the topgallant, royal and skysail mast, 71 feet. The yards on the mainmast were, in order, 95, 87, 77, 70, 64, 53, and 43 feet long. The three lower masts were of Georgia pine; the other spars of Oregon pine. The steel spike bowsprit was an innovation on an American ship and weighed but five tons, as against a weight of about 15 tons for a wooden bowsprit and jiboom. Under full sail there was a spread of about 14,000 yards of canvas. The cost of the ship was about $160,000. She was in every way a fine looking and noble ship and with her hull painted white was

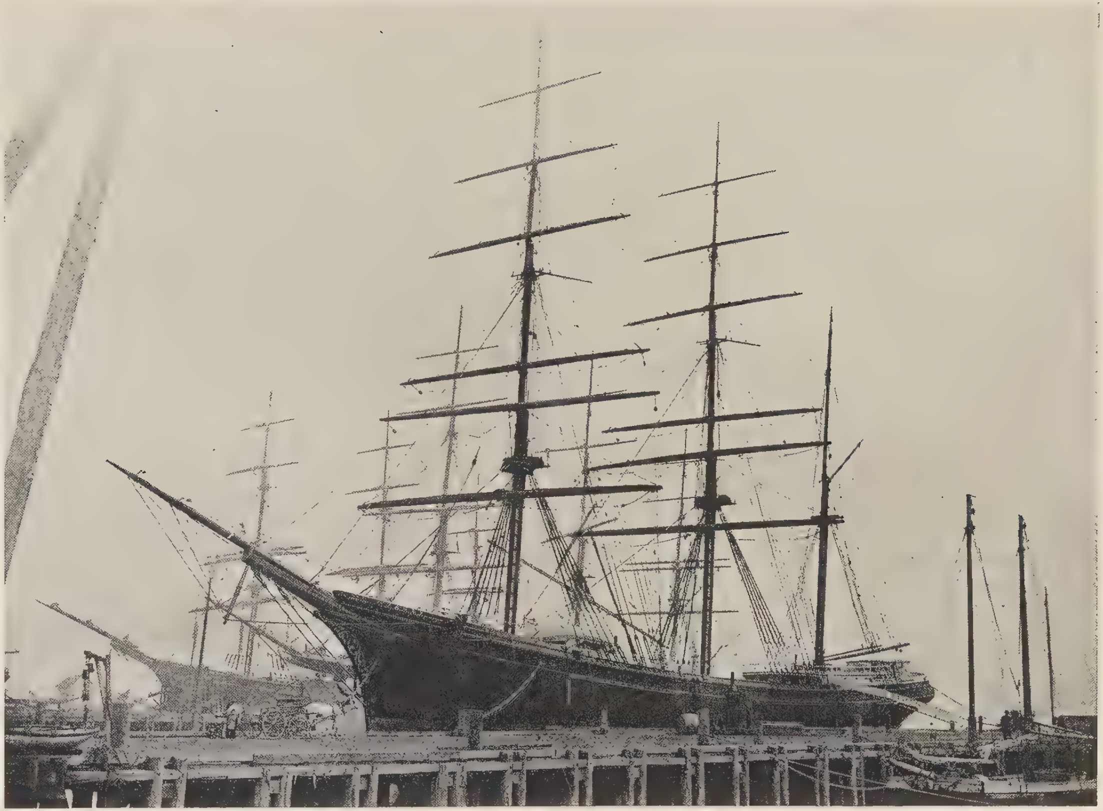


"PARTHIA," 2371 TONS, BUILT AT BATH, MAINE, IN 1891

Showing her ready for launching. Courtesy Edward S. Clark

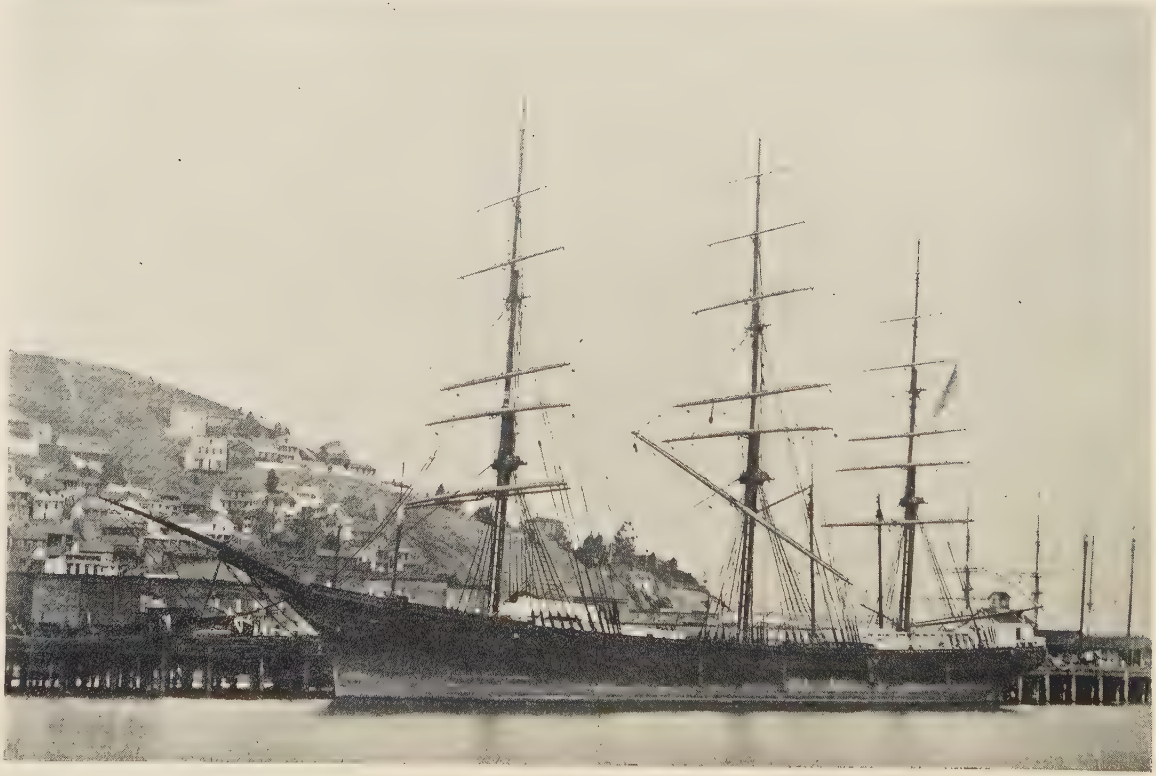


"ROANOKE," 3400 TONS, BUILT AT BATH, MAINE, IN 1892
Showing her being towed down the river from Bath. Courtesy Edward S. Clark



"ST. JAMES," 1488 TONS, BUILT AT BATH, MAINE, IN 1883

Showing her at a San Francisco wharf. Courtesy Edward S. Clark



“ST. STEPHEN,” 1392 TONS, BUILT AT BATH, MAINE, IN 1877

At a wharf in San Francisco. Telegraph Hill in the background

Courtesy Fireman’s Fund Insurance Co., San Francisco easily the most conspicuous vessel in any fleet wherever assembled.

The *Rappahannock* was not the first ship of that name nor was the name chosen haphazard for in the year 1841, William D. Sewall, the father of Arthur Sewall, had built in the same yard a ship for the cotton trade which he called the *Rappahannock*. William Henry Harrison, then President of the United States, visited Bath while the ship was on the stocks and was impressed by her mighty proportions, her tonnage of 1133 being considerably in excess of that of any merchant vessel theretofore built in this country. Many presidents had succeeded William Henry Harrison before fate brought his grandson, Benjamin Harrison, to the presidential chair. In the meantime shipbuilder Sewall's son had come to preside over the destinies of the Bath shipyard. It came to pass that the new President Harrison also visited Maine, and he inspected the new *Rappahannock*. Shortly before the ship was launched he sent to Mr. Sewall a large portrait of himself with the autographic inscription, "May every voyage of the ship *Rappahannock* be prosperous." This portrait and a companion one of William D. Sewall was hung in the cabin of the ship framed in a heavy oak matching the panel work.

In spite of the well wishes of President Harrison the career of the *Rappahannock* was short and replete with mishaps. When ready for sea she loaded 800 tons of paving stones as ballast and was towed from Bath, Maine, to Delaware Breakwater, by three powerful tugs, the trip taking 25 days. Capt. John Dickinson, who had been in command, was succeeded by Capt. Wylie R. Dickinson and the ship was loaded at Philadelphia with 125,000 cases of kerosene for Japan, the freight on which was $34,000, and the cargo the largest that had ever been laden on a sailing vessel up to that time. On proceeding down the Delaware there was trouble with the crew and the ship, still in charge of a pilot, grounded on a mud flat, being, however, soon refloated without damage. The passage to Hiogo was very long, nearly six months. Two men were lost overboard on the run and the ship was hove to for several days during a typhoon when near her destination. After her cargo was discharged she crossed from Kobe to San Francisco having the long run of 44 days in bad weather throughout.

She met with several heavy gales, one being of hurricane force, and lost a sailor overboard. At San Francisco she loaded 5100 short tons of wheat for Liverpool and made the passage in 130 days without incident other than having her head gear damaged through being run down by a small side-wheel steamer in the Irish Channel.

The *Rappahannock* sailed from Liverpool, July 28, 1891, with a cargo of coal for San Francisco and was burned, the following being Captain Dickinson's story of her loss:

"We had been having a mighty tough time of it. The weather had been bad, winds unfavorable, seas rough, and taking all in all, it was about the nastiest condition of things I ever saw. We were practically 40 days getting from 50° to 50°, which can be made in an average time of 14 days. We had been stripped of most of our canvas and had been fighting it as best we could. Going forward one morning I noticed the odor of coal gas escaping from one of the forward hatches and it needed no one to tell me that spontaneous combustion had taken place and that our cargo of coal was on fire. I said nothing to any one but ordered the hatch covers put on tightly, hoping to smother the flames and figuring that we were but a short distance from the island of Juan Fernandez I decided it was the best policy to work the craft in there if I could; come to anchor and see what could be done to control the fire. I told my wife and two daughters who were with me that they must make preparations to go ashore as soon as we could get anchorage. They demurred at first but I told them as firmly as I could without betraying our danger, that they must leave the ship.

"It was about one o'clock when we first dropped anchor in a little harbor there. We first transferred the women to the shore and the men began trying to save all the food and clothing that they could. The fire was gaining greater headway and an occasional explosion of gas would send hatch covers in the air. Then we saw the ship was doomed and commenced the work of saving anything we could that would be of service on the island. While the men were working there was a terrific explosion and the forward part of the ship went skyward and before long the after part received similar treatment. The flames came out in sheets and ran up the rigging making a sight both grand and fearful but mighty discouraging to me to whom the ship had been entrusted.

"The island had formerly been used as a penal colony but at the time we arrived there it was managed by a Chilian who manufactured charcoal and shipped it to the mainland. The people were well behaved and one of them, a Portuguese, could speak some English. They used us as well as they could. We established a lookout on Crusoe's Mountain and kept two men on duty there at all times. Several times the men on watch saw sails and signals were made to no effect and once the men tried to row off to a passing ship but she got away without noticing us. Finally, one night the lights of a vessel were seen coming around the point. We made all the signals we could and she sent a boat ashore. She proved to be a dispatch boat owned by Chile and was looking for a shipwrecked crew supposed to be in the vicinity. I told her commander of our plight and he agreed that he would hunt for the missing crew and if he did not find them soon would come back after us. Things were not friendly between the United States and Chile at that time, the Itata affair being on, and the chances were not the best for our being taken off that trip. However, the craft did come back and although she was a small one she took the thirty-three that were in our party on board and carried us to Valparaiso. The U. S. S. *Baltimore* had been sent to Valparaiso, under command of Captain later Admiral Schley and some of her crew had been killed and others mistreated while ashore. Admiral Schley was very kind to us and agreed to take us up the coast to San Francisco.

"After being landed at San Francisco we decided to stay in California for a time and while there the Hon. Arthur Sewall came out on a trip and we met him; also the Hon. Harold M. Sewall who was bound off on one of his trips to the isles of the Pacific. After a time we came home and then I took command of the new ship *Aryan*, then building in the yard of Charles V. Minott in Phippsburg."

Capt. Wylie R. Dickinson was born in Wiscasset, Maine, but the family moved to Bath while he was very young. At the age of 17 young Dickinson shipped on the bark *Comet,* built by Charles V. Minott, and named after the comet of 1858. Later he served in different vessels one of which was a Houghton ship commanded by Capt. Samuel Morrison. The latter was very good to the promising Dickinson and aided materially in assisting him to the appointment as master of the bark *C. S. Rogers,* in 1870. This vessel sprung aleak off Nantucket and sunk, but all hands were taken off by the Nova Scotia bark *Protest.* Captain Dickinson then took command of the new schooner *Bessie E. Dickinson,* named after his daughter and in which he owned an interest. Three years later he sold out of her to take the bark *Halcyon* and subsequently was in the ships *Yorktown* and *Willie Rosenfeld.* In 1888 he and the Sewalls bought the ship *McNear* at a low figure and after holding her about a year, disposed of her at San Francisco, realizing a good profit. On then returning to Bath, the Captain was offered the command of any one of three Sewall ships but chose to wait until the *Rappahannock,* then on the stocks, was commissioned.

Captain Dickinson was in command of the *Aryan* some seven years being succeeded by Capt. Albert T. Whittier, in 1900.

RESOLUTE

THE *Resolute* was a three-deck ship, 190 feet long and of 1645 tons register, built by William H. Webb at New York, in 1857, to be operated in the Black Star line of Liverpool packets, Williams & Guion managers. The ship was in every way very strongly constructed and was diagonally iron strapped. At Huanillos, in May, 1877, she was one of the few vessels escaping major damage by the tidal wave that swept the Peruvian coast, although she collided with another vessel. At the different guano loading ports many vessels suffered severe injury and some were totally wrecked. The career of the *Resolute* covered a period of nearly 40 years of hard service. She was finally abandoned in a sinking condition, in March, 1886, while on a voyage from Philadelphia to Europe, being then rigged as a bark.

By the middle '60's the passenger traffic of the trans-Atlantic sailing packets had become no longer profitable and the *Resolute* was one of the "liners" diverted to the general carrying trade. She carried coal to ports of the Pacific and the East Coast of South America; barrel oil and cotton to Europe; case oil to the Far East; guano from the Peruvian deposits, etc. In 1871 she was purchased from Williams & Guion, by Capt. Jonathan C. Nickels of Searsport, to replace his ship *Wild Rover* which had been wrecked. Captain Nickels made one or two round voyages in his new ship after which he retired from sea life and turned the command over to his brother, Capt. E. D. P. Nickels. The latter was in the ship a number of years, Capt. Wilson C. Nichols of Searsport, succeeding him. On a voyage from Cardiff to Rio de Janeiro and Valparaiso, when a few days out from Rio, Captain Nichols disappeared from the ship and the mate turned her back for New Orleans, explaining that that city was the nearest available American port. The circumstances attending Captain Nichols' death were never satisfactorily explained. Capt. E. D. P. Nickels was sent to New Orleans to resume command and the *Resolute* was loaded with cotton for Europe. Later she took lumber from Quebec to Australia, going thence to Hong Kong and New York. She was then sold and went under the flag of Holland without change of name.

Capt. E. D. P. Nickels was a native of Searsport, the youngest of six sons of Capt. David Nickels, and made his first trip to sea when sixteen, in the ship *Odessa*. At the age of 21 he was master of the bark *Czarina* and subsequently commanded the ships *Resolute*, *State of Maine*, *Iroquois*, and *May Flint* and the United States steam colliers *Alexander* and *Leonidas*. In 1897, while bound from Philadelphia to Japan, the *May Flint* was dismasted in a cyclone off the Azores. Captain Nickels declined offers of assistance and under jury masts worked his ship to New York, thus saving underwriters thousands of dollars. This feat was one of the most successful ever recorded in the history of the American mercantile marine and will always have an important place in that connection. Captain Nickels received a handsome gold watch from the underwriters, and the newspapers were lavish in their praise of his ability and resourcefulness. In 1907 the

Captain's failing health compelled him to retire from active life and two years later he passed away at his home, aged 64 years.

Capt. Wilson G. Nichols, who met his death on the *Resolute*, in November, 1881, was born in Searsport in 1835 and before he was 21 was master of the full-rigged brig *Mungo Park* of Bangor. Later he commanded the brig *B. K. Eaton*; the barks *David Nickels*, *Talavera*, *Charlotte E. Littlefield* (built for him in 1864), *Arletta*, *John Watts* and *Patmos* and the ship *Resolute*. In the *Patmos* he was succeeded by his son, Charles M. Nichols, who had been chief mate of the vessel. In October, 1861, when his brig *B. K. Eaton* was a few days out from New York bound for Fortress Monroe with a cargo of naval stores for the Northern fleet, Captain Nichols was captured by a Confederate privateer belonging to Charleston, S. C. After the Southerners had looted the *Eaton's* cargo and taken off her crew, she was set on fire and burned. The privateer proceeded to Charleston and landed her prisoners who were all released except the Captain and his chief mate, Andrew Lorimer of Searsport. The latter was given his freedom four months later but Captain Nichols was held being looked on as a belligerent on account of the cargo his vessel carried. The Searsport barks *Delphine*, Capt. William G. Nichols, and *Helena*, Capt. Everett Staples, were also captured by Confederates about this time, but all their crews, including the captains, were set free. Captain Nichols was confined in three different Southern prisons under the most miserable conditions, for more than eight months. Finally the authorities at Washington took cognizance of his case after a strong petition signed by influential people had been filed and the Captain was exchanged for a Confederate prisoner of about his equal rank.

A ship named *Resolute*, of extreme clipper model, was built at New York in 1851 by Westervelt & Sons. She was a beautiful little ship and although only registering a trifle over 600 tons was classed as a fast sailer. After being operated in the China trade some six years she was sold to go under the British flag. In 1871 she was resold and passed the remainder of her days as the Spanish ship *Resoluda*, hailing from Barcelona. A third *Resolute*, of about 750 tons, a fullbodied ship, was built by Briggs, Cushing & Means, at Freeport, Maine, in 1856. Some years later she was sold to parties in Halifax and renamed *Scottswood*.

RICHARD P. BUCK

THE ship *Richard P. Buck* was built by William Rogers at Bath, Maine, and was launched in April, 1882. She was 220 feet, by 40, by 24 feet, and registered 1491 tons. She was built to the order of R. P. Buck & Co. of New York, and was named after the senior member of that firm. Mr. Buck was a native of Bucksport, Maine, a town named after his ancestors, who had also started the little port of Bucksville, S. C., as a source of supply to New England shipyards of pitch pine and hardwood lumber and timber. After being prominently identified with shipping for 40 years, Mr. Buck died in July, 1884, at the age of 78 years, but the shipowning, brokerage and agency business of R. P. Buck & Co., was continued by his partners, the brothers Daniel and John Barnes, until the day of the sailing ship had passed. Prior to this the firm had taken over a similar business that had been conducted prior to his death by William E. Barnes, brother of Daniel and John.

The sailing record of the *Richard P. Buck* is good for a vessel of her class but her career was short, seven years only. Her first voyage was from Bath to Baltimore, thence to Philadelphia and from there to San Francisco, which latter passage was accomplished in the good time of 117 days. From San Francisco she went to Queenstown in 104 days. The second voyage was from Liverpool to San Francisco in 113 days; thence to Bordeaux in 109 days. The third was from New York to San Francisco in 148 days, she being nearly six weeks in rounding the Horn and having very light winds from there to port. This voyage was completed by a run to Dublin in 130 days. The fourth voyage was from Cardiff to San Francisco in 130 days; thence 99 days to New York. She then went out to China from Cardiff; crossed the Pacific to British Columbia and for some two years carried coal from the mines there, to San Francisco or ports in Southern California. She then took lumber from the Sound to Buenos Ayres in 72 days and later proceeded to Philadelphia, reaching that port in March, 1889. This voyage was the last one she completed.

Up to this time the *Buck* had had but one mishap of consequence, in February, 1887. While lying in the harbor of San Pedro, Cal., she and the ships *America* and *Kennebec* were badly damaged in a severe storm. The *Buck* grounded, having her rudder carried away and the stem, sternpost and bottom were severely injured. She was towed into the stream with ten feet of water in the hold and a gang of men was sent aboard to help pump. At dark those afraid to remain in the ship over night were allowed to go ashore and five only, volunteered to stay aboard with Captain Carver. Finally the leak was got under control, the hull was temporarily repaired, and a month later the *Buck* was towed to San Francisco where she was dry-docked for a thorough overhauling.

On April 3, 1889, she left Philadelphia, with general cargo, for San Francisco. In the Gulf Stream she encountered a hurricane lasting three days and was badly damaged in hull, sails and rigging. Captain Carver put into Bermuda where some 2,000 cases of kerosene were discharged. Six days after reaching port the cargo was discovered to be on fire at 2 o'clock in the morning of April 13th. As the fire could not be controlled, the ship was towed towards shore in Tank Bay and scuttled so that her main deck was under water. Later she was sold by auction to parties who had her floated and taken to the United States. She was repaired and re-rigged as a three-masted barge, being renamed *Monarch*, hailing from Boston. A court of inquiry found that the ship had been set on fire by sailors while in a drunken carousal from liquor they had broached from casks which were part of the cargo.

Capt. Jesse T. Carver, a native of Searsport, brother of Capt. Caleb F. Carver of the ship *St. Nicholas*, was in command of the *Richard P. Buck* during the whole of her sea life. He had previously been master of the ship *Matilda* of Searsport and following the loss of the *Buck*, took command of the new ship *St. Mary*. This ship was lost on her maiden voyage, Captain Carver meeting his death at the same time under circumstances that have never been satisfactorily explained.

A bark named *R. P. Buck*, of some 900 tons register, was built at Bucksport, in 1869, for Capt. Lebbeus Curtis, Sr., of Searsport, to command. After making a couple of voyages, Captain Curtis turned the command over to his son, Capt. Frank Curtis, but the vessel was lost on the next voyage, off the Cape of Good Hope, while homeward bound from Java.

ROANOKE

THE *Roanoke*, the last of the four very large Sewall ships, was a four-masted bark and the largest wooden ship ever built. She was launched at Bath, Sept. 20, 1892, and was the 94th vessel built by the Sewalls, being also their last wooden ship. Her dimensions were 311:2, by 49:2, by 29:2, and her registered tonnage was 3400, net, although she could load 5400 tons on a draft of 27 feet. Her keel was of white oak, 16 inches square, in two tiers; garboards, 8 inches thick; ceiling in lower hold, 14 inches; and waterways, 14 by 14 inches. She was thoroughly fastened with locust treenails and bolted and edge bolted and no pains were spared to make her as strong a vessel as could be constructed of wood. Her spars were massive sticks of Oregon pine, the lower masts being 38 inches in diameter, the forward three being 91 to 92 feet long and the spanker mast 98 feet. The spanker topmast was 82 feet long and 16 inches in diameter and the other topmasts were 56 feet by 29 inches. The truck of the foremast was 180 feet above deck. The lower yards were 95 feet long and those above, in order, were 86, 77, 66, 55, and 44 feet. The spanker boom was 56 feet by 12 inches and the steel spike bowsprit was 60 feet long. She was equipped with three 24 foot lifeboats and a dingey. The cabins were large and luxuriously fitted up. Her cost, ready for sea, was about $175,000. The principal ownership was held by the Messrs. Sewall, although friends in New York and San Francisco had interests.

The *Roanoke* is said to have been a fairly good sailer before the wind but dull on the wind and during her sea life she has but one fast complete passage to her credit although she also made good time on some parts of different voyages. A notable instance was on her passage to San Francisco in 1895-1896 when, favored by strong winds and trades, she was 19 days from 50° south in the Pacific to the Line and thence 17 days to sighting the Farallons, both these runs being quite close to old-time clipper records. In 1898 she made the run from San Francisco to New York in 102 days, being up with Sandy Hook on the 99th day out and then blown offshore. On this passage she was 21 days from Cape Horn to the Line and 26 days thence to Sandy Hook. According to one of her commanders her best day's sailing during a period of five years was 320 miles.

Leaving New York on her maiden voyage, Dec. 18, 1892, the *Roanoke* grounded on the West Bank but was hauled off undamaged. This incident recalled to the minds of superstitious people the fact that several persons had been injured on or about the ship just prior to and following her launching. The *Susquehanna* left New York three days after the *Roanoke* and both reached San Francisco the same day, the *Susquehanna* slightly in the lead, her passage being 122 days. Two days later the *Jabez Howes* made port in 106 days from New York, she having made better time than the others over each of the five sections of the voyage. Completing this voyage the *Roanoke* returned to New York in 111 days.

On her second voyage the *Roanoke* took out to Shanghai the largest cargo of case oil ever laden on a sailing vessel, 126,500 cases. Both this passage and the return from Manila to New York were long and tedious.

The *Roanoke* left New York, on her third voyage, June 20, 1895, and was 40 days to the Line. From latitude 18° south to 44° south, she had very hard gales and heavy seas; three men were lost through falls from aloft and many others were injured. On Aug. 28th, having but eight men fit for duty, Captain Hamilton bore up for Montevideo but being unable to fetch that port he kept on for Rio de Janeiro. There, 16 of the crew had to be sent to the hospital while the ship was detained six weeks. The passage of 87 days from Rio to San Francisco was uneventful. Completing the voyage the *Roanoke* loaded sugar at Hilo, Hawaiian Islands, and made the passage thence to New York in 127 days.

The fourth voyage of the *Roanoke* was from New York to Yokohama, with case oil; thence 36 days to Honolulu and from there, 109 days to New York. She made port under command of her chief mate, Chadwick Thompson, her former master, Capt. Joseph P. Hamilton, having died 30 days after the ship left Honolulu. Mr. Thompson was then appointed Captain and left New York, Dec. 27, 1897, for San Francisco. The passage took 141 days and was eventful in different ways including the loss of three men by falls from aloft and one man by death. This voyage was completed with the *Roanoke's* good run of 102 days back to New York, previously referred to.

Captain Thompson was now transferred to the Sewall ship *Iroquois*, Capt. J. A. Amesbury taking the *Roanoke* and making the run out to San Francisco in 145 days; thence to Liverpool in 108 days and from there to Baltimore where a cargo of coal was taken aboard for San Francisco. The ship took the ground on her way to sea, March 9, 1900, and was obliged to lighter a portion of her 4800 ton cargo. After finally getting away nothing occurred until she got down to Staten Land, but from there to Cape Horn, a distance of some 300 miles, she was 20 days, being twice driven back by very heavy gales accompanied with snow and sleet. She was 34 days in rounding the Cape, made slow time up the Pacific, and did not reach San Francisco until 156 days out from Baltimore. She then took a cargo of grain to Falmouth in 134 days.

The following voyage was also with coal the departure being from Norfolk, June 15, 1901. On November 12th, when the ship was in latitude 10° north, in the Pacific, fire was discovered in the cargo. Chief mate Moxen crawled below and after being nearly suffocated several times was finally able to locate the place of combustion which apparently occupied a space about 50 feet lengthwise of the ship. A hole was cut in the deck and streams of water mixed with marble dust were forced below. When four to five feet of water was in the hold it was thought that the fire was under control but pumping water into and out of the ship, assisted by a windmill, was continued and a course headed for Honolulu. On Nov. 18th, much smoke and gas appeared and an explosion was feared so the boats were provisioned and made ready for lowering. Under these conditions and with all sails spread the ship proceeded towards Honolulu where she finally arrived Nov. 25th. Here, all but about 1000 tons of her coal was discharged and with this on board as ballast, the ship arrived at San Francisco, Jan. 7, 1902, 206 days out from Norfolk and 19 days from Honolulu. Later it was found that the hull of the ship had been badly damaged and had Captain Amesbury not put into Honolulu the ship would probably have met the fate of the *John McDonald*.

Chief mate A. H. Moxen is said to have been substantially rewarded by the owners of the *Roanoke* for his bravery in connection with the fire and in addition he was, soon after, appointed to command the *William F. Babcock*.

After necessary repairs were made the *Roanoke* loaded 4,000 barrels of wine, some canned goods and other California products and proceeded to Seattle to complete with canned salmon. Her cargo, when all laden, was worth about $850,000 and was the most valuable that had ever left Puget Sound in one bottom. The passage from Seattle to New York occupied 155 days.

On June 24, 1904, the *Roanoke* left New York for Sydney and when 56 days out put into Rio de Janeiro, badly damaged by collision with the British steamer *Llangibby* which was bound from Rosario and Buenos Ayres for Europe and which also received severe injuries. The *Roanoke* was detained over six months while repairs were being made and then had the slow run of 82 days to Sydney. From there she proceeded to Nehoue, New Caledonia, to load chrome ore for Delaware Breakwater. On Aug. 10, 1905, after she had taken aboard some 3000 tons from lighters, fire was discovered in the forward hold. In spite of all that could be done by her crew of 32 men, assisted by the crews of the ship *Susquehanna* and the Norwegian bark *Arabia*, the fire could not be controlled and finally all hands were forced to take to the boats. The mate of the *Susquehanna*, who had been particularly active in the fight against the fire, was almost overcome and was helpless for some time afterwards.

Not long after the destruction of the *Roanoke*, the *Susquehanna* completed her lading and took her departure. She also was unfortunate and foundered when only three days out of port.

The first commander of the *Roanoke* was Capt. Joseph P. Hamilton who had previously been master of the Sewall ships *Hermon* and *Undaunted*. His successor, Capt. Chadwick Thompson, is referred to in the account of the ship *Iroquois*. Capt. Jabez A. Amesbury, the last master of the *Roanoke*, was a native of Rockport, and prior to taking her had been sailing for Carleton, Norwood & Co. in their bark *P. J. Carleton* and ship *William H. Macy*. After retiring from sea life the Captain lived at his home in Rockport and passed away there in April, 1912.

S. C. BLANCHARD

THE ship *S. C. Blanchard* was named after Sylvanus C. Blanchard, of Blanchard Brothers, Yarmouth, Maine, where she was built, in 1871, by the firm's master builders, J. & A. Seabury. She was a fine looking ship, well built in every way. Had she not been particularly strong she could not have withstood so long the terrific hammering she got before finally succumbing to the storm of June, 1882, but must have foundered with all hands.

The *Blanchard* was 220 feet, by 41, by 27:8; had three decks and registered 1904 tons. She was employed in trade principally with South America and San Francisco and made fair average passages. Her first master was Capt. Frederick Meady, a very successful shipmaster, who had been many years employed by the Blanchards, principally in the guano trade. Prior to taking the *S. C. Blanchard*, Captain Meady had commanded the ship *Sylvanus Blanchard*, named after the father of the Blanchard Brothers, himself a one-time shipmaster who had retired and established himself in the shipbuilding business. This shipyard was operated by his sons some 20 years after his death. In 1878 Captain Meady's failing health necessitated his retiring and not long thereafter he died at his home in Gardiner, Maine. When he went ashore from the ship, for the last time, he left a plug hat behind and this was later put up under the mizzen top, secured with copper strips. The crown gradually disappeared but the rim hung on bravely and went overboard with the wreck of the spars when the ship was dismasted.

Captain Meady was succeeded in the *Blanchard* by Capt. Frank L. Oakes. On March 10, 1882, the ship left San Francisco with 2900 short tons of wheat for Antwerp and all went well until May 29th when a gale came up that steadily increased in force. Capt. Charles C. Oakes, brother of the master and later well known as commander of the fine ship *Gov. Goodwin,* was second mate of the *Blanchard* at the time and says that although he has been mixed up in several China-Sea typhoons and West Indian hurricanes, yet he never saw anything that was a patch to the "hummer" then encountered. The ship at the time was in latitude 40° south, about 1,000 miles southeast of the River Plate. On June 1st she was rolling heavily and shipping large quantities of water. The cargo had shifted; the pumps were choked by loose grain and all but one of the boats had been smashed and that one was badly damaged. The then new experiment of pouring oil overboard was tried but it had only slight effect due to the extreme violence of the storm. By June 5th, all sails had been stripped from the yards; the ship was on beam ends, with everything on deck and in the cabins destroyed. The rudder-head had been twisted off. The masts were then cut away and the bowsprit went by the board at the knight heads but the ship continued to remain like a log at the mercy of the sea.

At midnight, June 5th, a vessel was sighted and rockets were sent up, which were answered. As no immediate assistance could be expected in consequence of the heavy sea that was running, Captain Oakes got ready a spare topsail yard, attaching thereto bights of rope, which, with part of the only boat left, might, it was hoped, prove the means of saving life as a last resort. However, later in the day the strange ship was able to rescue the whole of the *Blanchard's* company of 27 persons, including the wife of Captain Oakes. When abandoned the distressed ship had 14 feet of water in the hold and no spars standing except the mainmast and maintopmast from which a portion of the yard was swinging dangerously at the end of the chain tye. The rescuing ship was the *County of Lancaster*, of Glasgow, Captain Quiller, from the Plate to Point de Galle. The shipwrecked party was treated with every kindness and were landed at Port Elizabeth. Captain Quiller was subsequently rewarded by the United States Government with a handsome gold watch suitably inscribed.

Second officer Oakes, of the *Blanchard*, later Capt. Charles C. Oakes of the ship *Gov. Goodwin*, recently wrote to a friend in San Francisco the following tribute to Captain Quiller and his ship *County of Lancaster.*

"The *County of Lancaster* was a ship of about 1,000 tons, composite built, and the smartest thing I ever saw under sail outside of a racing yacht. Soon after we were safely on board, the wind breezed up to a fresh gale from W.S.W. and she made three days' runs — 328, 334 and 330 miles. She had hemp sails, not too well fitting and I think, with a suit of cotton, well set and stretched, that she would have reeled off another knot an hour. When we arrived off Port Elizabeth, the wind was offshore, fresh breeze and smooth sea, and we had to beat up to an anchorage. She had her own full crew besides 18 men and four officers from our ship, plenty of help you see, and when we tacked there was no 'maintopsail haul' and then 'fore bowline, let go and haul,' but everything went round together — fore, main and mizzen — all three courses set; tacks and sheets were worked when the yards swung, and head sheets over, the same time. The ship never lost headway and walked up to that buoy like a fore-and-after. Beat anything I ever saw or ever expect to.

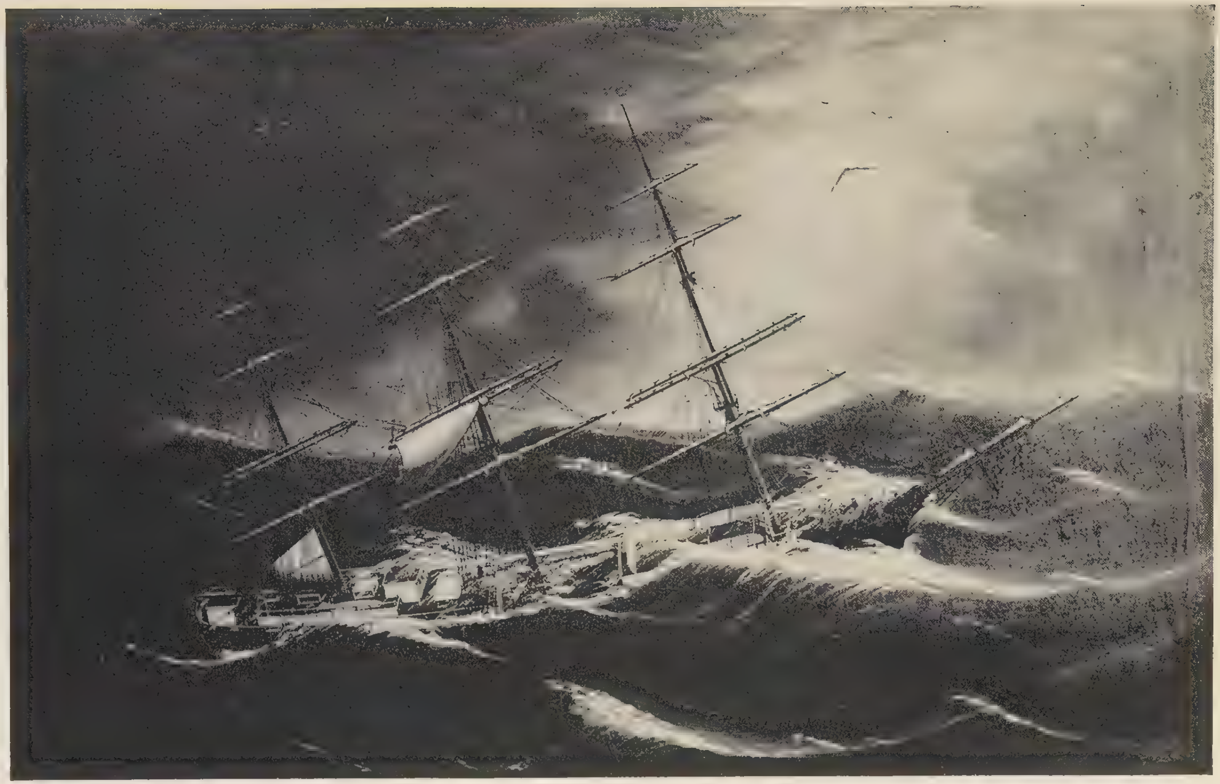
"Port Elizabeth Bay is open to the southard and the black southeasters blow in and do great damage, as the wrecks on the beach testified. They had there an exalted opinion of American seamanship, as before we arrived an American ship had been discharging when a southeaster started in. Her Captain was ashore and it speedily became so rough that he couldn't get off to his ship. But she had a good mate and he got busy — ran a spring line from his quarter, buoyed and slipped his cables and when she swung on the line, filled away and beat out to sea. Three days later, when it smoothed down, he came in under easy sail with a stream anchor ready, let go, ran a line to his buoy, picked up and shackled on his cables, furled sails and was ready for business again, the only time such a performance had ever been done in that harbor. Two other vessels had dragged and gone ashore. That mate was some smart seaman and deserved a command. I regret that I cannot give the name of the ship."

S. F. HERSEY

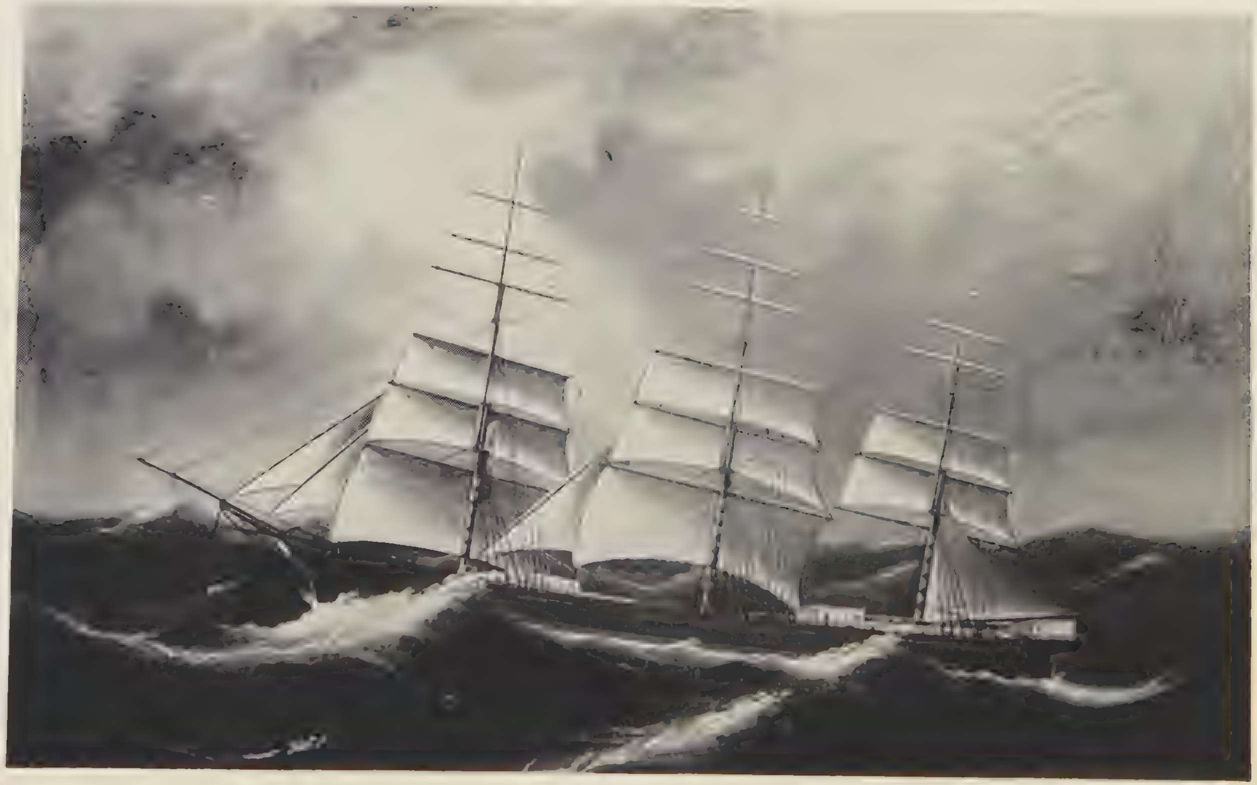
THE *S. F. Hersey* was built at Searsport, Maine, by Capt. William McGilvery, and was launched in October, 1865. She was 169 feet, by 34, by 23 feet, and registered 991 tons. She was named after a prominent citizen of Maine who died in 1875 while representing his State in Congress. Prior to his death in 1876 she was managed and owned principally by her builder. In 1877 she was sold to Henry Grant of Searsport and he, some three years later, sold her to Capt. Jonathan C. Nickels of the same place. In 1886 she was purchased by R. W. Cameron & Co. who were extensively engaged in trade with Australia and shortly thereafter she went under the British flag without change of name, but her hailing port became Melbourne. She then made several voyages with lumber from Puget Sound to Australia and was finally converted into a storeship for use on the North Australian Coast.

While under the American flag the *Hersey* was operated principally in trade with the West Coast of South America. She was never employed in the California trade but made an occasional voyage to the Far East and Australia. She made fair passage as a rule and in 1883, while under command of Capt. Charles Waterhouse, made the run from Boston to Melbourne in 83 days.

The *Hersey* was built to be commanded by Albert V. Nickels but



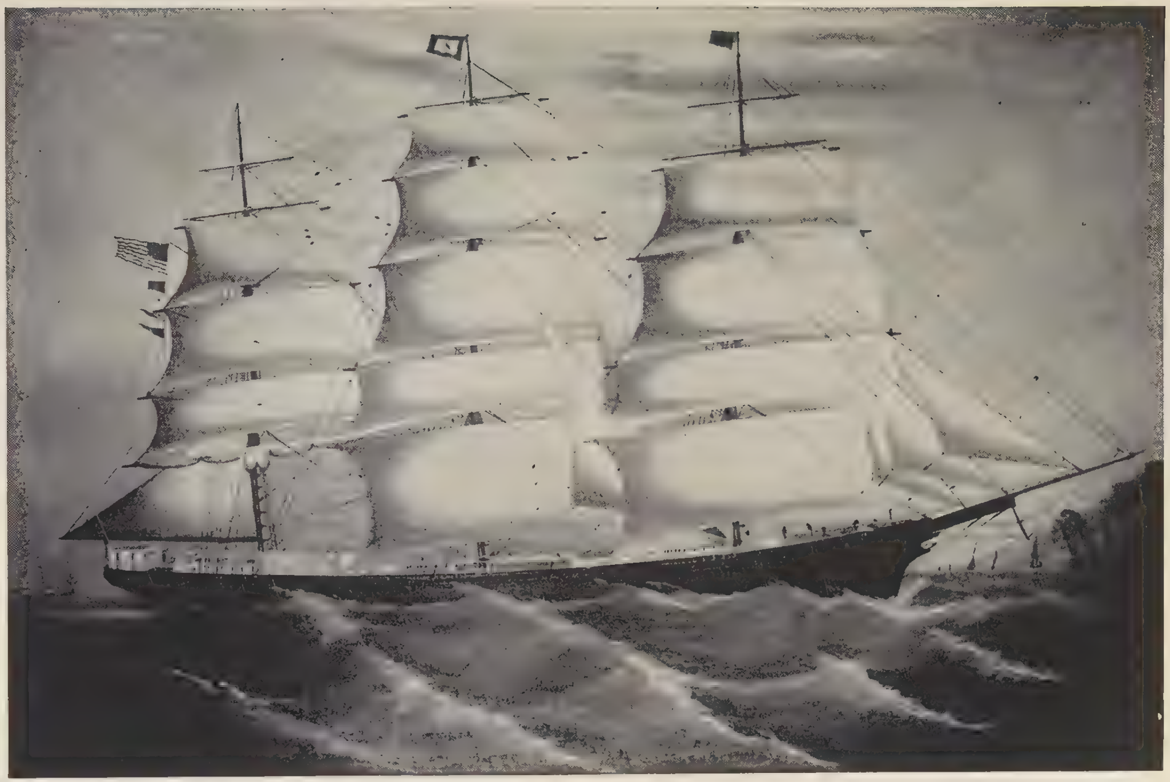
"SAM SKOLFIELD," 1589 TONS, BUILT AT BRUNSWICK, MAINE, IN 1875
From an oil painting showing her in a cyclone in the Bay of Bengal, Oct. 31, 1876
Photograph by Webber Studios, Brunswick



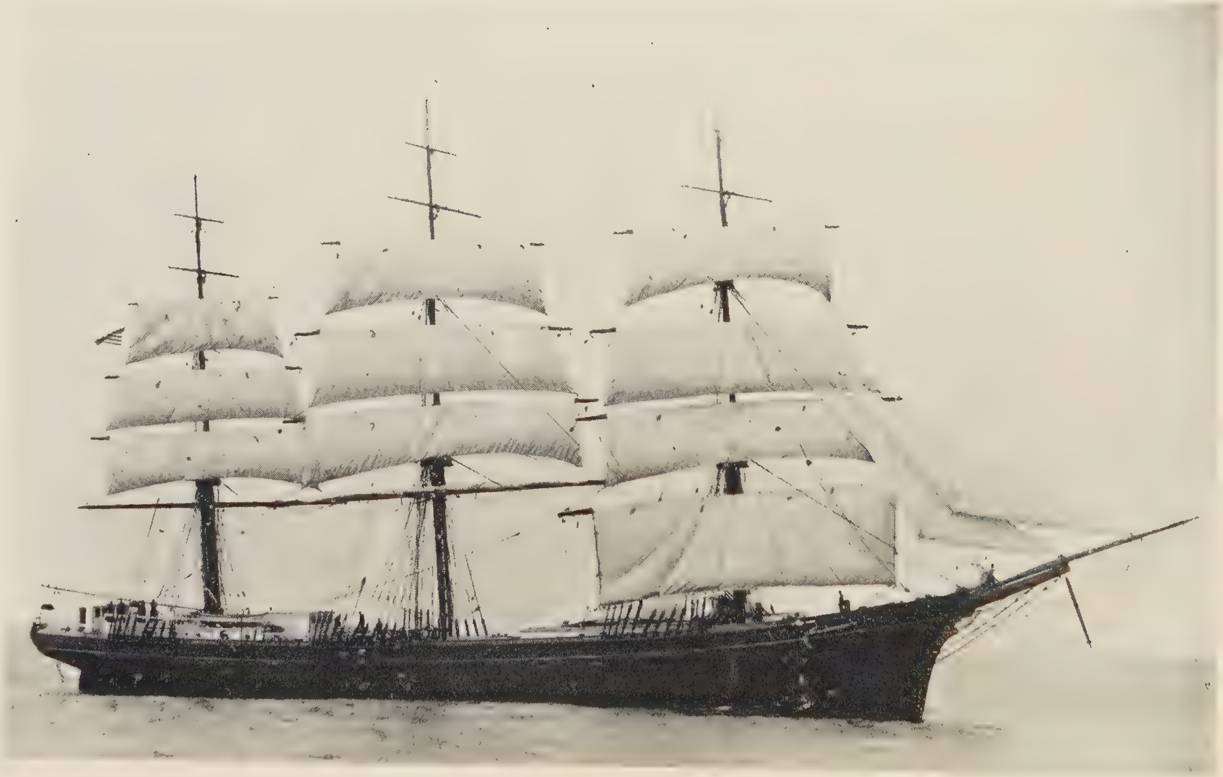
"SAM SKOLFIELD, 2ND," 1514 TONS, BUILT AT BRUNSWICK, MAINE, IN 1883

From an oil painting showing the ship off Cape Leewin, Sept. 25, 1884

Photograph by Webber Studios, Brunswick



"SAM SKOLFIELD, 2ND," 1514 TONS, BUILT AT BRUNSWICK, MAINE, IN 1883
From an oil painting showing the ship off Hong Kong. Photograph by George E. Noyes, Newburyport



"SAM SKOLFIELD, 2ND," 1514 TONS, BUILT AT BRUNSWICK, MAINE, IN 1883 he being absent on a voyage when she was ready, Capt. Everett Staples went out as her first master. On her return Captain Nickels took command but relinquished it three years later to take the new ship *William McGilvery*. Capt. George C. Small succeeded in the *Hersey* and except for one voyage was in her some eight years. In 1879, Capt. Charles Waterhouse, who had been mate under Capt. Jonathan C. Nickels in the ship *Moonlight* and later her master, took command of the *Hersey* and continued in her until his death at Melbourne in 1883. Asa Waterhouse, brother of Captain Charles, who had been chief mate of the ship, was then appointed master and proceeded to Peru where a cargo of guano was loaded for Europe. On the passage from Pabellon de Pica to Queenstown, the vessel encountered a heavy gale with a terrific sea, after the Western Islands had been passed. Captain Waterhouse was washed overboard and drowned and several of the crew were badly injured. The ship had broached to and been raked fore and aft by the seas which took away 75 feet of the starboard bulwarks down to the covering boards, gutted both cabins, stove all the boats and damaged the decks, which caused a leak. In addition two topsail yards were broken.

The chief mate, a Dutchman shipped in Melbourne, managed to navigate the ship to the entrance to Queenstown harbor, when a tug picked her up and towed her into port. No agreement was made with the tug's captain and after her arrival the ship was libeled for £5,000 on the ground that she was in a dangerous position when taken in tow and also not seaworthy. On receipt of this information the owners of the *Hersey* dispatched Capt. Charles M. Nichols from New York, to look after their interests. Immediately after his arrival at Queenstown, the Captain had the ship surveyed when it was found that the hull was quite tight and that after new boats had been bought, the broken yards replaced, and eight extra men shipped, the best course to pursue was to proceed in tow of a tug to St. Nazaire, the ship's ultimate destination. All these instructions were followed and the trip was safely made. Captain Nichols then went back with some witnesses to fight the libel suit and after a four months' contest in the Admiralty Court at Dublin, the tug was awarded £100 instead of the large sum sued for. As there was no insurance on either ship or freight money, this decision was very satisfactory to all parties interested in the vessel.

Captain Nichols returned to St. Nazaire, had a sort of plank fence built to replace the missing bulwarks and made the passage to Boston without mishap, it being then the summer season and the ship in ballast.

After being repaired and reclassed, the *Hersey* was chartered at Boston for Melbourne, Newcastle, Hong Kong, Manila and New York and sailed under command of Capt. Frank N. Gerry who had just made port as chief mate of the ship *Lucy A. Nickels*. Captain Gerry died three days before the ship arrived at New York from Manila and it being then December and the weather very cold his body was kept aboard the ship and later was interred at Searsport. This voyage was the last made by the *Hersey* as an American ship.

Capt. George C. Small of Searsport, was in command of the *Hersey* on two different occasions. He had originally been in the West India trade in the brig *A. J. Ross* and other small vessels and later was master of the ship *Odessa* in the trans-Atlantic cotton trade. After relinquishing command of the *S. F. Hersey* he took the new ship *State of Maine* and continued in her until a short time before his death which occurred at Searsport in February, 1884.

Capt. Everett Staples was a native of Stockton, Maine, an elder brother of Capt. Horace Staples, long in command of the ship *Robert L. Belknap*. Captain Everett's first command was the brig *John Clifford*, in 1846. Six years later he took the ship *Jacob Badger* and in 1864 was given command of the bark *Alina*, a new vessel built in Searsport. In October of that year, when bound from Newport, Wales, with a cargo of railroad iron for Buenos Ayres, the *Alina* was fallen in with by the Confederate privateer *Shenandoah*, ten days out, on her first raiding expedition. The *Shenandoah* was short of rigging and gun-carriage blocks, sails, provisions, cooking utensils, bedding, etc., all of which were found on the *Alina* and after they had been taken off, the bark was scuttled and soon went down. In addition to securing equipment, the commander of the privateer was able to reinforce his small crew with six men from the *Alina* who were persuaded to enlist with him.

Later commands of Captain Staples were the ship *Statesman* and barks *Helen Angier* and *Alden Besse*. In 1888 he took the ship *Frederick Billings* from San Francisco to Liverpool and then, being quite wealthy, he gave up seafaring to spend the rest of his life at his birthplace. The Captain is spoken of as having been a very energetic man who lived a strenuous, honorable life, had a keen knowledge of human nature and was a typical Yankee skipper whom none could circumvent.

ST. JAMES

THE two skysail-yard bark *St. James* was built by Flint & Co., at Bath, Maine, under the superintendence of their master builder John McDonald and was launched in September, 1883. She was 218:5 feet, by 41:3, by 23:7 feet, and registered 1488 tons. She was one of the best constructed wooden ships ever built, her timbers being strong enough for a 2000-ton vessel. Her commanders spoke of her as being a fine sea boat in all kinds of weather and she steered like a pilot boat. On a voyage from New York to the Columbia River, in 1892, she was 65 days in getting around Cape Horn but suffered no damage although the weather was exceptionally bad. For a time she was in company with the ships *San Joaquin* and *Annie H. Smith* and the bark *Adolph Obrig*, all bound to the westward, and all three received such damage as necessitated their putting into Port Stanley for repairs. Captain Burnham, then master of the *St. James*, wrote friends that although his bark was deeply laden she rode the huge billows like a duck.

The *St. James* was owned by Flint & Co., until March, 1900, when, after her arrival at New York from Hong Kong, she was sold to the California Shipping Company of San Francisco. For a time she was kept on long distance voyages, thereafter being operated on the Pacific, mainly in the export lumber trade. In 1909 she was sold and converted into a barge for towing between Puget Sound and Alaska and so continued until the shortage of tonnage incident to the World War prompted her being refitted and she was re-rigged as a barkentine and started out with a cargo of lumber from Vancouver for South Africa, but was wrecked on Oeno Island in the South Pacific Ocean, Dec. 16, 1918.

The *St. James* was built for the California trade and her first three voyages were from New York to San Francisco, thence to the United Kingdom. Thereafter, at intervals, she made three other voyages over this course and on her outward passage in 1900, with Captain Tapley in command, had the distinction of loading in Flint, Dearborn & Company's Clipper Ship Line, via Cape Horn, the last cargo of general merchandise so dispatched. This Line had been operated nearly fifty years.

The *St. James* made one passage from New York to the Columbia River; took case oil to the Orient on six occasions; coal from Norfolk to Manila once, and on her last rounding of Cape Horn to the westward, had 2100 tons of phosphate rock from Savannah to Honolulu. Eastbound, from the Pacific Coast, she had one general and four wheat cargoes aside from two instances when she loaded in part at San Francisco, then proceeding to Magdalena Bay, Lower California, to complete her lading with bales of orchilla, a lichen then much used in making a rich purple dye. In 1901, Captain Tapley loaded on Puget Sound, the first full cargo of canned and pickled salmon to go forward to an American Atlantic port.

The sailing record of the *St. James* is very good. Under command of Capt. M. B. Cook, her first master, she made the run from San Francisco to Magdalena Bay in seven days and during the further course of this voyage, the ship was only 19 days from latitude 50° south, Atlantic, to the Equator, both of which performances are remarkably fast. Captain Burnham, the second master of the *St. James*, made the run from New York to San Francisco in 105 days in 1890, the ship being but 56 days between the two equatorial crossings. This voyage was completed by a passage of 136 days from San Francisco to Liverpool, which time included 24 days detention at Magdalena Bay loading cargo.

In March, 1898, Capt. Robert M. Tapley took command of the *St. James* and covered the distance of 14,200 miles from New York to Java Head in 102 days, with 247 miles as his bark's best day. Proceeding to Hong Kong, she sailed thence Oct. 22nd with 450 tons of ballast, 23,000 rolls of matting and a little general cargo, leaving port on a mean draft of 16:9 feet. On Nov. 20th the *St. James* made 288 miles. On Dec. 25th, a few days after the Cape of Good Hope had been passed, the log records: "Seven ships in sight and we passed them all." The *St. James* was then 65 days at sea and among the vessels that were spoken was the British ship *Kelat*, 101 days from Hong Kong, and the ship *Gov. Robie*, 79 days out from the same port.

On Captain Tapley's second voyage in the *St. James*, he made the passage from New York to Anjer in 96 days, covering 14,855 miles, and then had the fine run of 17 days to Manila. Later, the ship went to Hong Kong, loaded 2933 measurement tons of general cargo for New York, and made the run in 114 days. Then followed the last voyage made by a sailing vessel with general cargo from New York to San Francisco via Cape Horn. After her arrival on the Pacific Coast the *St. James* loaded lumber in British Columbia for Melbourne and made the passage from Cape Flattery in 55 days. The distance sailed was 7,890 miles, a daily average rate of 143½ miles, and the passage was said at the time to be the record fast run. Later, the *St. James* loaded coal at Newcastle, N. S. W., for Honolulu. When 14 days at sea she encountered a hurricane which carried away the foreroyalmast, the maintopgallant and the mizzentopmast. In spite of this mishap the run from Australia to Honolulu was made in 53 days. On later proceeding from Honolulu to Puget Sound, the *St. James*, although still short of spars, covered 211 miles on one day. When she was refitted the two skysail yards were dispensed with.

Of the commanders of the *St. James*, while she was engaged on long voyages, Capt. William D. Burnham is referred to in the account of the ship *Pactolus*. Capt. Fred Clifford, who made a voyage as master of the bark, was a native of Stockton, Maine, and had been mate under Captain Burnham. He was a first-class officer but no "driver," and had a most unfortunate passage from Shanghai to New

York via Hakodate. The run took nearly a year and Captain Clifford made port a broken man, exhausted from worry and nearly insane. He relinquished command of the *St. James* and retired from the sea.

Capt. Richard Banfield, who commanded the *St. James* for a time, was the son of a prominent lawer of Boston, and was a highly educated and polished gentleman; ranked with the leaders of his profession as shipmaster and was esteemed by all he met. With his crews he was very highly respected. In addition to the *St. James,* he commanded the ships *Edward O'Brien* and *May Flint.* Later, he went into steam and was given command of the second American-Hawaiian Company's steamer to be put in commission, the first *Hawaiian,* and after her, had their first *Alaskan.* However, he went back to sail and made a voyage as master of the ship *I. F. Chapman* and then a round between Boston and Honolulu in the steel bark *Foohng Suey,* belonging to C. Brewer & Co. On the completion of this latter voyage Captain Banfield retired from the sea and to occupy his mind, accepted a position in the office of the Boston pilots. One morning in 1916, sitting down in his chair, after reaching his office, he complained of not feeling well, leaned over his desk and expired in a few moments.

Capt. Robert M. Tapley was born in Brooksville, Maine, in 1863, and comes from an old seafaring family, his father being one of eight brothers, all shipmasters. The ship *Hattie M. Tapley* was named for the wife of one of them. Capt. Robert M. entered the service of R. Lewis & Co., of Portland, Maine, owners of a line of white-painted barks engaged in the River Plate trade. On relinquishing command of the *St. James,* in January, 1903, the Captain was employed by the American-Hawaiian Steamship Company and continued in their service until his death at San Francisco, June 17, 1930. His last command was the steamship *Montanan.* At the outbreak of the World War he was master of the *Pennsylvanian* which was taken over by the U. S. Navy and renamed *Scranton,* Captain Tapley's title then becoming Lieutenant Commander. After the close of the war and the ship was released she resumed her old name. Captain Tapley was eight years in command of the *Pennsylvanian.*

ST. MARY

THE *St. Mary* was a fine ship of 1942 tons register, built by C. V. Minott at Phippsburg, Maine, and launched in March, 1890. She was owned by her builder and others and cost about $120,000. The command was given to Capt. Jesse T. Carver, a well-known shipmaster who had been in the *Richard P. Buck* during the whole eight years of her sea life.

After reaching New York from the shipyard, the *St. Mary* was chartered for San Francisco, receiving $28,840, her freight list being $39,612. On May 30, 1890, she set sail on her maiden voyage and all went well until she was down to Cape Horn. In latitude 46° south, she had been in company with a whole fleet of vessels, some 15 or 16 in all, and among them were the ships *Alexander Gibson* and *James Drummond*, which had left North Atlantic ports 18 and 15 days respectively ahead of her. But disaster was soon to follow.

At about ten o'clock the night of Aug. 6th, the *St. Mary* came into collision with an unknown ship which almost immediately foundered with all hands. The *St. Mary* was so badly damaged aft that Captain Carver deemed it advisable to make for Port Stanley to repair. During the night of Aug. 10th the ship went ashore between Burnt and Elephant Islands, of the Falkland group, and proved to be a total loss. Exact details were never obtained and many conflicting reports were circulated but it was believed that Captain Carver was worn out with work and worry and not able to give personal attention to the navigation of his vessel. The ship was abandoned by the officers and crew who reached Port Stanley without their Captain. Different statements were made to account for this, one being that the Captain had suicided and another to the effect that he was quite sick when the ship struck and refused to get into a boat. No credence, however, was given to any of these reports and the mystery attending the death of the Captain was never solved. The report from Lloyds Port Stanley agent was that the crew left the Captain on board when they took to the boats, simply abandoning him as well as the ship. Two days later when a working crew from the Port boarded the ship, they found the

Captain dead in his berth. His body was sent to Montevideo and from there to Searsport, where it was interred Feb. 22, 1892.

It subsequently developed that the ship with which the *St. Mary* was in collision, was the *Magellan*, of and from Boston, for Valparaiso, commanded by Capt. Henry Marshall. Small lots of floating cargo told the tale.

ST. STEPHEN

THE ship *St. Stephen* was the 16th full-rigged ship built by Chapman & Flint, and was launched from their shipyard at Bath, Maine, in January, 1877. She was 208:5 feet, by 40:5, by 23:7 feet, and registered 1392 tons. To both the eye of the nautical expert and the landsman, she was a beauty, having a finely modeled hull, lofty masts with tapering spars finished in the natural wood, varnished; bulwarks and housings pure white and kept in such fine condition as to resemble porcelain. While in port, with yards braced to a "T," standing rigging newly tarred and oiled; running rigging neatly coiled; brass work bright and shining; and decks a model of cleanliness, she was a perfect picture. All this, of course, meant that something was always found for her crew to do, but conditions aboard were called good and the *St. Stephen* was never known as a "hard" ship.

During the early career of the *St. Stephen*, the partnership of Chapman & Flint was dissolved, each partner establishing himself on his own account. The *St. Stephen* was taken over by Benjamin Flint who, with his sons Charles R. and Wallace B., constituted the firm of Flint & Co., and they continued owners of the ship the remainder of her sea life. Capt. William E. Douglas was her first and only commander.

The *St. Stephen* was built for the New York, San Francisco, Liverpool trade and practically her whole sea life was spent therein. She left Bath Jan. 11, 1877, and arrived at New York five days later; discharged her ballast; was dry-docked and coppered; loaded 2750 tons of general cargo in Sutton & Co.'s Dispatch Line; and sailed for San Francisco 28 days after she had left Bath. The passage to the Golden Gate was made in 138 days which is the slowest time she made on any of the eight runs from Atlantic ports to the North Pacific Coast. The average of these is 127 days, with 113 days as the fastest. Completing her first voyage she returned east with guano from the Peruvian deposits. The other returns were to Liverpool, with wheat from San Francisco and averaged 113 days, 101 days, the shortest. Following her last outward passage to San Francisco, which was in 1886, she made a round voyage to Hong Kong. On this latter voyage, an officer of the ship, now living in San Francisco, recalls that sailors were very scarce along the "front" when the *St. Stephen* was ready to sail. Three of the crew furnished by the boarding masters were "cow boys" who had never seen salt water until their coming to San Francisco, a week before. The rest of the crew were men who had "jumped" the British ship *Drumlanrig*, just arrived from Cardiff, after a long, hard trip. Within 24 hours after their arrival in port these men were dumped on the deck of the *St. Stephen* drunk or drugged. The advance money paid the boarding-house keepers, ate up the wages they made on the run to Hong Kong.

The voyages noted cover all the deep-water work done by the *St. Stephen*. After her arrival at San Francisco, in November, 1886, from China, she went to Seattle and returned with 2100 tons of coal. Again going north for another cargo she left Seattle, March 21, 1887, with 2169 tons and was let go by the tug *Mogul*, off Cape Flattery, at 11 o'clock that night. At 10 o'clock the next morning she was seen by the crew of the bark *Enoch Talbot*, listed badly in the heavy storm then prevailing. After a particularly hard squall had passed, the *Talbot* could see no trace of the ship. She had foundered with all on board, 22 in number, which included the wife and three grown daughters of Captain Douglas.

Captain Douglas had served in Grand Banks fishermen as a boy; in 1871 he was master of the schooner *Charles R. Flint* of Bath. He was a very energetic officer and was known as an exceptionally daring driver. It was said that on one passage from England to New York, he drove the *St. Stephen* down the Channel at a 17-knot clip when all other vessels in the vicinity were hove to.

SAM SKOLFIELD 2ND

THE ship *Sam Skolfield 2nd*, built and owned by Skolfield Brothers of Brunswick, Maine, was 218:7 feet, by 39:9, by 24:2 feet, registered 1514 tons, and was launched in December, 1883. She was to have been named *Skolfield Brothers*, but their ship *Sam Skolfield*, 1589 tons, built in 1875, having just been lost in a hurricane east of the Gulf, it was decided to call the new ship *Sam 2nd*.

The *Sam Skolfield 2nd*, in common with other ships belonging to the same owners, was engaged in trade with the Far East, mostly with Calcutta. Capt. John Bishop had command on the first voyage then being succeeded by Captain Bearse. While the ship was at Calcutta, early in 1889, Captain Bearse exchanged his ship with Capt. J. B. Hall, who was in port with the *George Skolfield*. Some years later the *Sam 2nd* was dismasted north of Bermuda, but Captain Hall managed to get into St. Thomas, under jury-rig. The ship was later towed to New York, remasted, and made a voyage to Java and Calcutta. She then went out to Sydney and later took coal from Newcastle to Manila. After lying at the latter port some seven months she sailed in December, 1901, for Puget Sound. When 114 days out and thought to have been lost at sea, she put into Yokohama short of provisions and water. She finally reached Port Townsend in May, 1902, and shortly thereafter was sold to N. W. Rice of Boston, the consideration reported being $35,000.

The new owners of the *Sam 2nd* had her re-rigged as a bark and changed her name to *Harvard*. For about five years she was operated in the Atlantic, then being converted into a barge. During the World War she, in common with a number of other sailing vessels that had been dismantled, was refitted and again sailed the seas as a bark. Her later career, however, appears to have been one continuous series of troubles. In July, 1918, when bound to the West Coast of South

America via the Panama Canal, her master became sick and a new captain had to be sent out. A year later, while bound to Honolulu, her cargo caught fire resulting in considerable damage to the vessel which had also received much injury through stress of weather. After arrival at Honolulu she was sold by auction to the Charles Nelson Company of San Francisco, who had her thoroughly repaired and overhauled. In the spring of 1920 she took a cargo of lumber from the Pacific Coast to Sydney and after discharging, left that port Sept. 16th for Valparaiso. Something over a month later she put into Papeete damaged in a gale and leaking badly. She remained in port about a year not resuming the voyage until November, 1921. On Dec. 14, 1921, the British steamer *Baron Inchcape* arrived at Panama with the crew of the *Harvard* which had been abandoned in a sinking condition the day before.

Capt. J. B. Hall served in three ships belonging to the Skolfield Brothers and was in their employ 33 years. He then went as mate in the American-Hawaiian Steamship Company's steamer *Texan*, some 15 months later being appointed her commander. Five years later he was transferred to the *Isthmian*, being in her as master an equal length of time, plying between San Francisco and Salina Cruz. He then took the *Virginian* from San Francisco to New York, via the Straits of Magellan, and had her through the World War running across to France. Later he commanded the American-Hawaiian steamers *Minnesotan*, *Iowan*, and *Montanan*, one trip each, and still later the Shipping Board steamer *Mongonhook*. The Captain then retired from sea life to make his home in Los Angeles, Cal., where he still resides.

SAMUEL WATTS

THE ship *Samuel Watts*, named after, built and owned by Samuel Watts, of Thomaston, Maine, was launched in October, 1870. She was 220 feet long, by 42 feet beam; had three decks and a depth of hold of 30 feet. She registered 2035 tons but carried 2900 tons of wheat and within a few tons, the same weight of guano.

For the first few years of her career the *Watts* was operated in trade with South America, coal outward, guano on the return. In 1875 she was put on the triangular run between New York, San Francisco and Europe and continued therein until December, 1882, when, following her arrival at Antwerp, she was sold for £10,500 sterling and went under the German flag as the ship *S. J. Weissenhorn,* her hailing port becoming Bremen. For some years she was operated in the trans-Atlantic barrel-oil trade, later going under the Norwegian flag with a change of name. Eventually she became a barge or coal hulk at Rio de Janeiro, after having been condemned.

Considering the fact that the *Samuel Watts* was a large carrier and a very deep ship, her sailing record is good. The average of five of her passages from New York to San Francisco is 126 days, the fastest being 113 days and the slowest, 136 days. On this latter, she had fore- and mainmasts sprung in heavy gales off Cape Horn and thereafter not much sail could be carried. These masts were replaced at San Francisco. She had a sixth passage from New York in 162 days, but on this she encountered very severe weather and had many spars and sails carried away. Her record as a grain carrier is also good she having to her credit a passage of 115 days from San Francisco to Liverpool. One of her officers is authority for the statement that on her first run in the barrel-oil trade she was 14 days from New York to Bremerhaven, which would be a record fast run; but dates of arrival and departure are not available and confirmation of the claim cannot be made.

Samuel Watts, after whom the ship was named, was born at St. George, Maine, Oct. 3, 1812, but his parents soon thereafter moved to Thomaston. There, young Watts became connected with Edward O'Brien in the conduct of a general store and also a shipbuilding yard, the firm name being O'Brien & Watts. Subsequently the partnership was dissolved and each partner continued to build ships on his own account. For a time Samuel Watts had his brother, Capt. Alfred Watts, associated with him, and on the death of the latter, in May, 1882, wrote a friend: "After Alfred's death, many of the details have been thrown on me: I miss him very much." The last ship built by Samuel Watts was the *R. D. Rice* in 1882. He died at Thomaston, March 7, 1900.

The first commander of the *Samuel Watts* was Capt. William M. Hyler who had previously been master of the ship *N. Boynton.* In 1874, while the ship was at Cardiff, loading for Rio de Janeiro, Captain Hyler had his chief mate, William J. Lermond, put in command and the latter continued in the ship until January, 1882. Capt. William J. Morton then took the *Watts* to San Francisco where Capt. Halver Hyler assumed command, made the voyage to Antwerp and after her arrival negotiated the sale of the ship.

The career of Capt. William J. Lermond is mentioned in account of the ship *Joseph B. Thomas.*

Capt. Halver Hyler, the last commander of the *Samuel Watts,* was born at Thomaston, in May, 1853, and began seafaring at the age of 13 as cabin boy in the ship *N. Boynton,* of which his uncle Capt. William Hyler was master. He was nine years in this ship, rising to chief officer, and then went in the same capacity in the ship *Jane Fish* and later in the ship *H. S. Gregory,* of which a cousin, Capt. Rasmus B. Anderson, was master. Later he was mate of the ship *Snow & Burgess* which he subsequently commanded. He then took the new ship *Joseph B. Thomas* from New York to San Francisco where he turned her over to Capt. W. J. Lermond, for whom she had been built, and transferred himself to the *Samuel Watts,* bound for Antwerp. Following the sale of the latter he took command of Mr. Watts' ship *Loretto Fish* and made a voyage from New York to Hong Kong, Yokohama, San Francisco and Dublin where the ship was sold. A similar voyage in the ship *Alfred Watts* followed and later Captain Hyler took command of the ship *Cyrus Wakefield.* He was compelled to leave this ship at San Francisco, in December, 1894, on account of failing eyesight and was soon left totally blind. For 14 years he was thus afflicted and passed away at Rockland, Maine, in 1909.

A prior ship named *Samuel Watts* had been built at Thomaston in 1855. She was engaged principally in trans-Atlantic trade and foundered in February, 1863, while bound from New York to Liverpool.

SEMINOLE

THE ship *Seminole* was built for Lawrence Giles & Co. of New York, by Maxon, Fish & Co., at Mystic, Conn., and was launched in July, 1865. She was 196 feet, by 41:6, by 25 feet, and registered 1439 tons. Her ends were sharp but short, yet her model more closely approached that of a half clipper than did that of later-day ships often, in error, called clippers. The actual carrying capacity of the *Seminole*, in dead weight cargo, was about 50 per cent above her registered tonnage. A nearly upright stem, ornamented with a finely carved Indian warrior for a figurehead, and a well-graduated, lively sheer, showed her to great advantage, from a broadside view, but her rounded stern was not considered very neat and detracted from the general appearance of her hull. She crossed a skysail yard on the mainmast only and in her prime had studdingsail booms rigged as high as the topgallant yards. Her initial cost was $125,000 and she was well built, rating in the highest class alloted at that period.

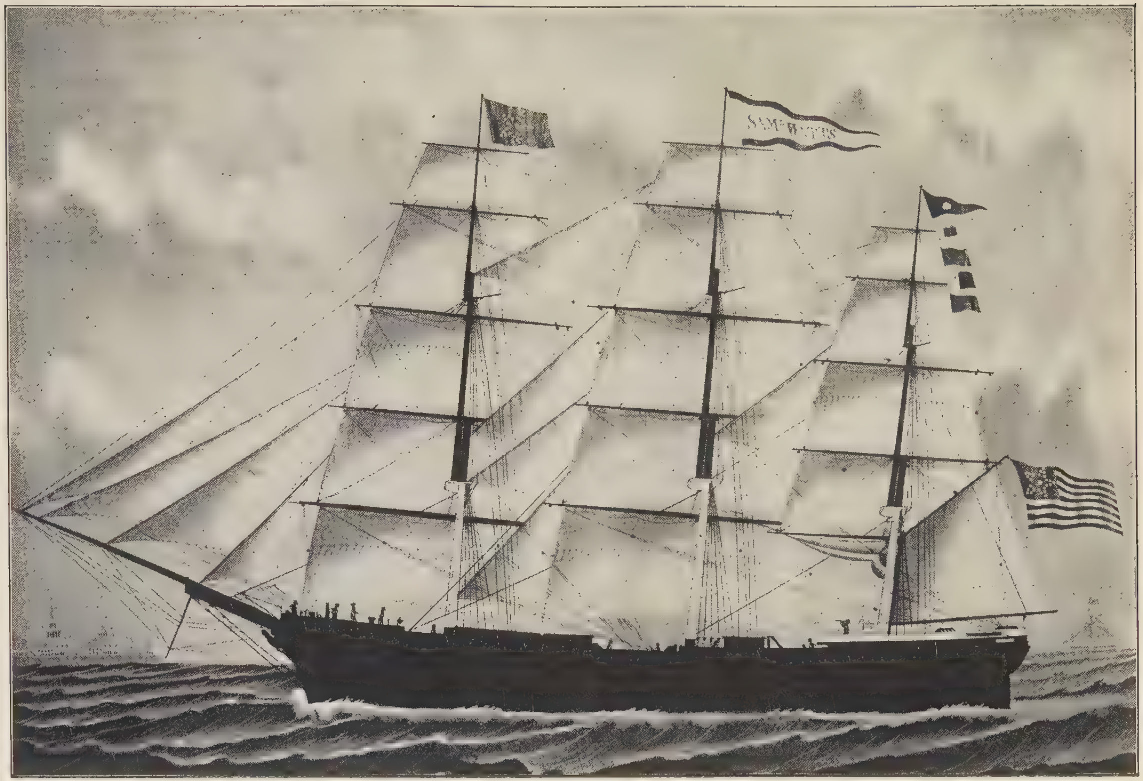
The *Seminole* was built specially for the California trade and until she was sold on the Pacific Coast, in 1887, all her outward voyages were from New York to San Francisco. Of such she made 21, on one of which, that in 1868, she was dismasted in the Gulf Stream and was over three months at St. Thomas undergoing repairs. The average of the 20 direct passages is 126 days, the fastest being her maiden run, 98 days, and the slowest, her final run, 155 days. Three of the passages were made in from 112 to 114 days, and nine in from 120 to 130 days. It appears that, as a general rule, she met with moderate yet favorable winds, which, while not allowing any great day's runs to be made, enabled her to consistently maintain steady progress on or near her course. Her good average may, in a considerable measure, also be credited to her fortunate experiences in rounding Cape Horn, her average for this portion of the westward passage being only 17 days. On her maiden voyage she left New York, Dec. 3, 1865; crossed the Line 23 days out; was 22 days thence to latitude 50° south and 14 days from there to the same latitude in the Pacific; thence to the equator crossing in the Pacific she was 22 days and from there was only 17 days to an anchorage in San Francisco Bay. Her run of 38 days up the Pacific closely approached that of the fastest of the old-time extreme clipper ships.

The shortest time made by the *Seminole* from New York to the Line in the Atlantic was 21 days, and the longest, 50 days. From the Line to latitude 50° south, the figures are 22 and 35 days; rounding Cape Horn, from 50° to 50°, 8 and 25 days; from 50° south, Pacific, to the equator, 18 and 33 days; from the equator to San Francisco, 17 days (on two occasions) and 37 days. Her fastest time between the two equatorial crossings was 54 days.

The *Seminole* made 17 passages from San Francisco to New York, during one of which, in 1870-1871, she was forced to put into Valparaiso, on account of a leak. The average of the 16 direct runs is 108 days, three being made in 94, 96, and 97 days respectively. The two longest were 119 days each. She made one passage to Queenstown from San Francisco, in 101 days, and two to Liverpool, 116 and 112 days. On Jan. 6, 1869, she reached New York, 106 days from the Golden Gate. During the prior three days there had arrived at New York, five ships from San Francisco; the *Black Hawk*, in 102 days; *Favorita*, in 103 days; clipper *Robin Hood*, in 118 days; *Sacramento*, in 121 days, and *Star of Hope*, in 122 days. Returning to San Francisco, the *Seminole* made the run in 114 days, beating the *Black Hawk*, 17 days, the *Favorita*, 21 days, and the *Robin Hood*, 15 days. In 1876 the *Seminole* raced to San Francisco, against the ship *M. P. Grace*, in which the latter was the victor by ten days, but on the outward run, the following year, the *Seminole* had the best of the *Grace* by seven days.

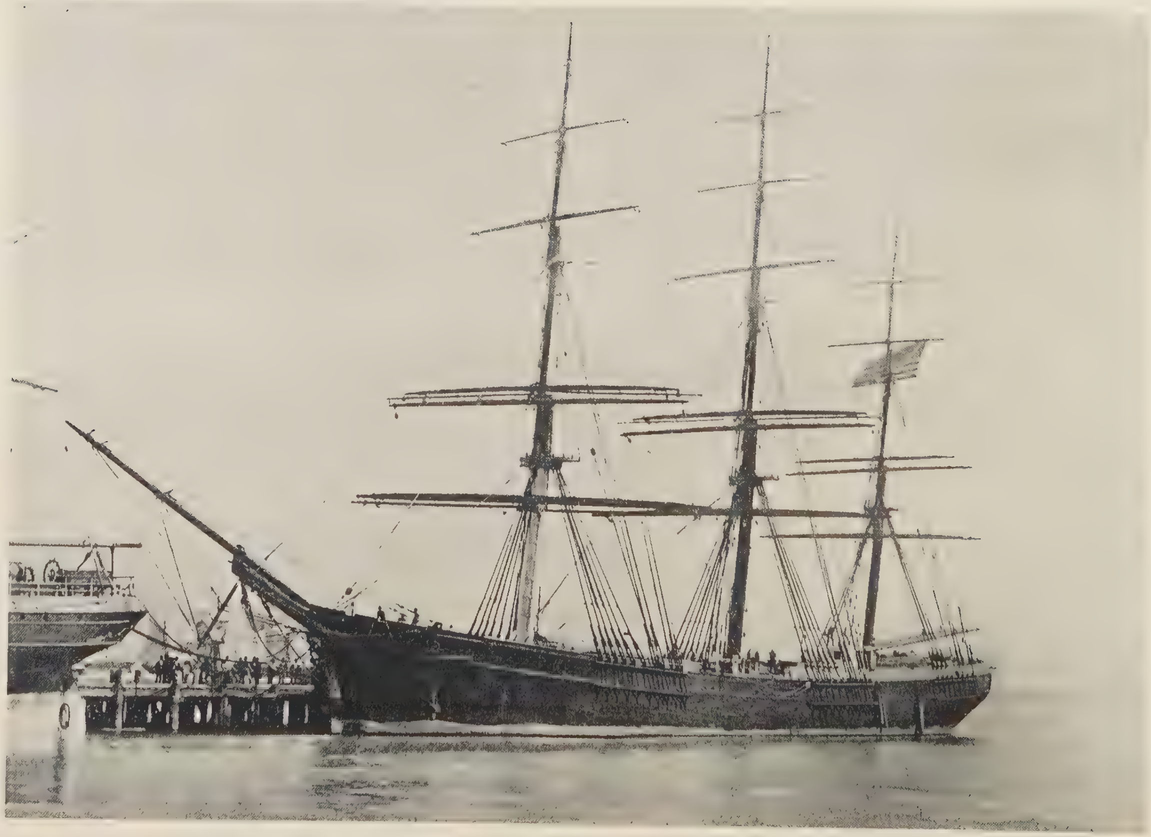
In 1880, the firm of George Howes & Co. of New York and San Francisco, liquidated and their shipping interests were taken over by their successor in business, John Rosenfeld of San Francisco. An important interest in the *Seminole* was included in the transfer and subsequently Mr. Rosenfeld became sole owner of the ship. In 1887 she was purchased by A. M. Simpson & Brother of San Francisco, to be operated along the Pacific Coast, and as she was then well worn, she brought only $17,500. Her spars were cut down considerably, the lower foretopsail yard being set up for duty as a foreyard, and those above shortened. The yards on the mainmast were also altered and the rig of the vessel was changed to that of a bark. She was put in the coal trade between Puget Sound and San Francisco and later took many cargoes of lumber to South America and Australia. In 1898 she was again sold, to go to Alaska, and the following year changed hands a further time but not being considered in a seaworthy condition, she brought only $2,500. She had been under attachment for some $6,000 for wages, supplies, etc., and ordered sold at Vancouver by the Admiralty Court. Later she took a cargo of lumber out to Australia where, after arrival, she became a storeship at Adelaide. Capt. Henry F. Weedin, who had commanded her for several years on the Pacific Coast and who recalled the time when the old bark, well worn out and deeply laden with coal, had logged 52 miles in four hours, saw her at Newcastle when she was about ready to be towed to Adelaide. He warned the master that she might take charge of the towing steamer and sail away with her instead of being towed herself and as the sequel proved, the steamer was forced to cast her off and she reached Adelaide several hours ahead of her would-be helper.

Capt. Joseph Warren Holmes took command of the *Seminole* when she was ready for her maiden voyage and continued in her until April, 1886, when she arrived at New York on her last passage from San Francisco. The Captain then took the ship *Charmer* and was in her 12 years when he shifted to the *Alexander Gibson.* He retired from sea life in 1901 and died at his native town, Mystic, Conn., in November, 1912, at the advanced age of 96 years. Captain Holmes had first gone to sea at the age of 13 as cabin boy on the brig *Appalachicola,* a regular passenger packet plying between New Orleans and Havana. At the age of 21 he was master of the brig and subsequently went in the whaling ship *Coriolanus,* as master, and continued in the whaling business 14 years. In 1857 he first visited San Francisco, as master of the clipper ship *Elizabeth F. Willetts,* and arriving during the time of the Fraser River mining excitement, his ship was chartered to take some 250 gold seekers to British Columbia. Captain Holmes subsequently took the new ship *Haze* and later the ship *Twi-*



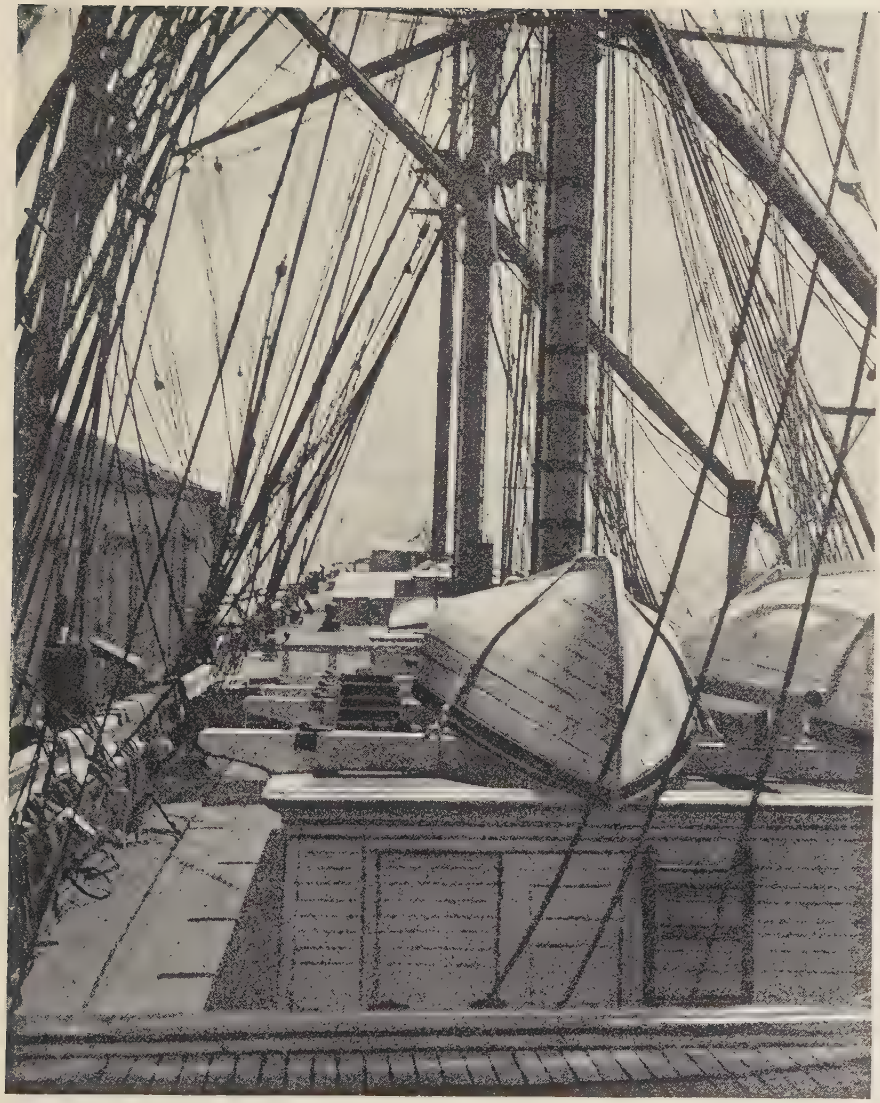
"SAMUEL WATTS," 2035 TONS, BUILT AT THOMASTON, MAINE, IN 1870

From a painting by P. Weytz, Antwerp



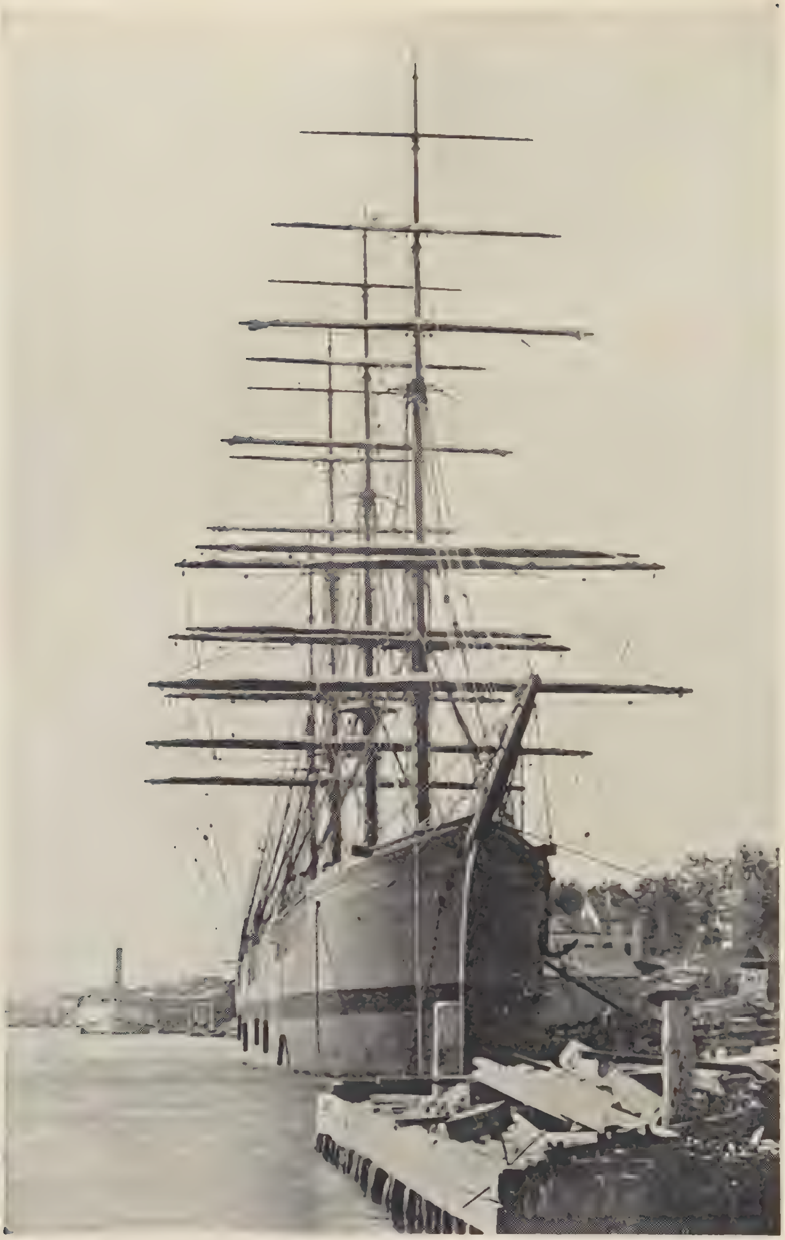
“SEMINOLE,” 1439 TONS, BUILT AT MYSTIC, CONNECTICUT, IN 1865

From a photograph showing her at a San Francisco wharf



DECK VIEW OF THE "SHENANDOAH," 3258 TONS, BUILT AT BATH, MAINE, IN 1890

From a photograph by courtesy of Edward S. Clark



"SUSQUEHANNA," 2628 TONS, BUILT AT BATH, MAINE, IN 1891
From a photograph showing her outfitting at Bath. Courtesy Edward S. Clark

light, these last three vessels belonging to Charles H. Mallory of Mystic. The Captain was in Mr. Mallory's employ 27 years and was a shipmaster 54 years, having rounded Cape Horn 84 times and the Cape of Good Hope 14 times. He never met with shipwreck or had any other serious mishap. One of the possessions of which he was very proud was a very handsome gold beaker engraved as follows: "Presented by the British Government to Captain Holmes of the ship *Seminole* of New York, in acknowledgment of his humanity and kindness to the master and crew of the British ship *Kurrachee* which was wrecked at sea on 22nd of November, 1879."

Capt. A. J. Hatch, who brought the *Seminole* to San Francisco, from New York, in 1887, was born in Connecticut, in 1841, and started sea life on coasters plying between New York and Boston. He then went deep water and in 1885 was mate of the steamer *City of Topeka,* leaving her to take the *Seminole.* He was in the latter about two years and thereafter was many years in the five-masted schooner *Louis.*

SHENANDOAH

THE *Shenandoah* was built by Arthur Sewall & Co., at Bath, Maine, and was launched in November, 1890, in the presence of some 8,000 people. She was the largest sailing ship in point of capacity that had ever been built in the United States up to that time and followed the *Great Republic*, *Ocean King* and *Frederick Billings* as the fourth four-masted square-rigger constructed in this country. Her dimensions were: 299:7, by 49:1, by 28:6, and she had a net tonnage of 3258. She was built in the strongest manner possible. Some 800 tons of hard wood were used in the frame and one and one-half million feet of Georgia pine in the ceilings, planking, etc. She was metaled to 25 feet with 5165 sheets, the putting on of which required 3000 pounds of nails. The spars of the three forward masts were nearly identical in size, the lower masts being 89 feet long and 38 inches in diameter. The topmasts were 56 feet long, and the topgallant, royal and skysail mast, 69 feet. The lower yards were 92 feet long and 22 inches in diameter at the slings; lower topsail yards, 84 feet; uppers, 76; topgallants, 66; royals, 56; and skysail yards, 46 feet. The spanker or jigger mast was 96 feet long and 26 inches in diameter, and its topmast, 82 feet long. The steel spike bowsprit was 30 inches in diameter and 43 feet outboard. Her spread of canvas was about 11,000 yards. Two of her anchors weighed 6800 and 6400 pounds. Her cost ready for sea was about $175,000. She was owned principally by her builders.

When announcement was first made by the Sewalls that they contemplated building the great *Shenandoah*, an endless discussion began as to whether a wooden ship of such size could possibly be a success. She was some 200 tons larger than her predecessor, the *Rappahannock*, through having four more frames in the midship section, and many old-timers stuck to the theory that so long a ship would be unsteady and behave badly in heavy seas. The career of the ship, however, shows how incorrect these predictions were for the *Shenandoah* was seaworthy in all respects, steered like a pilot boat, and handled well in any weather. Describing the ship on her first appearance at Liverpool, the leading English shipping magazine, "Fairplay," had the following: "What is in all probability the last of the beautiful American sailing ships built of wood, is now at Liverpool. She is commanded by Captain Murphy, a splendid specimen of the best class of Yankee skippers. The *Shenandoah* is a curious combination of old and new ideas. In her structure she is a fine example of the wood shipbuilder's art and is modeled on the well known Yankee lines. She has the old fashioned square stern, built lower masts, wooden anchor stocks and rope steering tackles, with the modern side-light towers, steam windlass, steam winch, and rigging screws. These large wooden ships are, however, very costly and are being replaced by steel."

On Dec. 16, 1890, she arrived at New York, from Bath, and was put on the berth to load for San Francisco in Sutton's Line. On leaving port Jan. 19, 1891, she had as crew: a captain, three mates, a carpenter, donkeyman, boatswain, cook, steward, cabin boy, four apprentices and 24 A.B.'s, nearly all of whom were American citizens.

She made the passage to San Francisco in 125 days of which the final 15 were of calms and light winds. After discharging her general cargo and taking aboard 5628 short tons of wheat she passed through the Golden Gate on Aug. 1st and made the passage to Havre in 109 days. She had a royal send-off while proceeding down San Francisco Bay on her way to sea, the whistle of her donkey engine continually tooting a farewell to the tugs and steamers at the docks all of which, in their shrill way, were shrieking "bon voyage." The *Shenandoah* crossed from Havre to New York in 37 days, thus completing a very satisfactory voyage. Her charter on the passage to San Francisco was for $40,800 and she got about one pound, 18 shillings, per ton on her grain cargo.

During the rest of her career as a merchant ship the *Shenandoah* was mainly employed in the Cape Horn trade with San Francisco. She made three other passages thence from New York in 111, 152, and 145 days. From Liverpool she made two passages: 118 and 116 days (113 days from Tuskar Light). From Baltimore she made four passages: 163 days (light and variable winds throughout), 131 days, 150 days (head winds and generally unfavorable weather), 273 days (forced to put into Melbourne and 83 days thence to destination).

The *Shenandoah* made six passages from San Francisco to Liverpool the runs being: 116, 111, 114, 102, 113 and 118 days. To New York she made four passages: 108, 123 (under jury rudder the final three weeks), 128 and 166 days (put into Valparaiso and 75 days thence — 141 sailing days on the whole run). In 1901 she was 139 days from New York, to Japan, said to be the fastest time made over that course for the previous ten years; beat the new ships *Acme* and *Brilliant*, 67 and 37 days, respectively. On later crossing from Yokohama to San Francisco, in 34 days, made 313 miles in one day. In 1899 she took lumber from Puget Sound to Australia; then loaded coal at Sydney for San Francisco and ran up in 61 days; then back to Sydney in 50 days, returning to the Golden Gate in 63 days. In 1905-1906 she took coal from Norfolk to Manila, thence going to Puget Sound and loading timber at Port Blakeley for New York; was 131 days on this latter run.

The *Shenandoah's* fastest run from New York to the Line was 26 days; from the Line to latitude 50° south, 22 days; from 50° to 50°, nine days; from latitude 50° south, Pacific, to the Line, 19 days; from the Line to San Francisco, 26 days. East bound she did better work. In 1893 she crossed the Line in 15 days from the Golden Gate and passed Cape Horn on the 42nd day out; was north of the River Plate when 50 days out but then luck changed and she was 22 days to the Line and 37 days thence to Tuskar Light. In 1896 she was in latitude 7° north when only ten days out from San Francisco, but subsequent calms prolonged her run to the Line which was not crossed until the 18th day out. Cape Horn was passed on the 44th day and from there she was 58 days to Liverpool. The famous British clipper ship *Miltiades* left San Francisco shortly after the *Shenandoah* and was 147 days to Liverpool.

On March 22, 1892, the British ship *Old Kensington* left London for San Francisco under command of Captain McKechnie and two days later the *Shenandoah* took her departure from New York, also bound to the Golden Gate. On May 19th the ships met off Cape Horn and according to a newspaper account the *Shenandoah* was overhauled by the Britisher, which came up from astern, and as she passed the Yankee ship, her crew manned the rigging and derisively cheered. Three days later, however, a gale blew up from the southwest and the *Shenandoah* caught up with and passed the *Old Kensington* laboring heavily, with bulwarks smashed. A month later the Britisher showed up at Port Stanley, in distress, having lost sails, yards, rigging, bulwarks and topgallant rail. The *Shenandoah* arrived at San Francisco, July 13th after a passage of 111 days, while the British ship did not reach port until March 5, 1893. In 1895 the boastful master of the British ship *California* ate humble pie when his vessel was beaten 16 days by the *Shenandoah* on the run from San Francisco to the United Kingdom.

On the passage just referred to, the *Shenandoah* was in a race with the ships *S. D. Carleton*, Capt. E. T. Amesbury, and the *Tam O'Shanter*, Capt. Thomas Peabody. The *Shenandoah* had just completed a voyage from San Francisco to Havre in 109 days, thence 37 days to New York. The *Carleton* had been 112 days from San Francisco to Havre, thence 33 days to Philadelphia, and the *Tam O'Shanter* had been 122 days and 18 days over the same course, except that her final port was Baltimore. The *Carleton* was the favorite at San Francisco and Philadelphia, the *Shenandoah* at New York, and the *Tam O'Shanter* at Baltimore. Bets aggregating a considerable amount were placed on the ships, one of which was $3,000 on the *Shenandoah* to beat the *Carleton*, with the "*Tam*" barred. The latter reached San Francisco first, 110 days out from Baltimore. Two hours later the *Shenandoah* arrived, 111 days from New York. The *Carleton* was a bad third, her time being 142 days from Philadelphia. She had led her competitors to latitude 44° south in the Atlantic but had there encountered for four days the heaviest weather ever met with by Captain Amesbury. His ship was driven 500 miles to leeward, while his competitors were having quite favorable weather down to and around Cape Horn, both having the same time from 50° to 50°, 13 days. After passing the Cape the "*Tam*" was leading the *Shenandoah* two days but the latter gained three days in the South Pacific, only, however, to lose two days to her opponent after crossing the Line. Off Cape St. John the two ships had been within easy signalling distance and as the breeze, which was needed, at last developed, the "*Tam*," getting it first, sent up the flags which said "Adoo." Captain Murphy of the *Shenandoah* afterwards said that he did not mind the spelling nor the message until he had reached San Francisco and found that his rival had preceded him. The poor fortune of the *Carleton* continued from the South Atlantic until making port but retrieving herself she made the return voyage to New York in 108 days, as against the 118 days of the *Tam O'Shanter* to the same port and the 116 days of the *Shenandoah* to Liverpool.

A letter from Captain Murphy to friends in San Francisco tells of a "race" the *Shenandoah* had with the steamship *New York*, the ocean greyhound, three days before his arrival at Liverpool, in April, 1894. It says: "On April 3, we were in company, racing with the American steamship *New York* for forty minutes, during which time she came from in sight astern to out of sight ahead." An instance showing that the race is not always to the swift, will be evidenced by the following: British clipper ship *Cutty Sark*, Captain Woodget, Australia for London. January 25, 1895. Latitude 56:12 south, longitude 72:44 west; coming up to a large four-masted bark and to my surprise the signal was run up, "What ship is that?" a rather unusual thing for an American ship to do but she wondered who it could be that was overhauling her. The four-master proved to be the *Shenandoah*, from San Francisco for Liverpool. As a sequel, however, it may be said that the *Cutty Sark* was reported arriving at London, the same day the *Shenandoah* reached Liverpool. This was 60 days after the signaling incident, showing slow time made by both ships.

On her voyage from Baltimore to San Francisco in 1898, the *Shenandoah* had an exciting experience off Cape Horn. Very bad weather prevailed and a large number of icebergs with great quantities of field ice were encountered. Block, sails and ropes were frozen stiff and the main-rail belaying pins were a solid mass of ice. A meteor came sailing through the heavens, a great green ball with a long trail of fire behind, and for a time Captain Starkey feared it might strike the ship, which, he writes: "Would have meant another vessel being posted at Lloyds as missing. It sailed over our heads, however, and exploded before striking the water some distance away. We saw the fragments as they scattered but did not hear any sound. It was a most beautiful, although a most fearsome sight. The sea was lit up with a green glare and as it came nearer and nearer it looked to our scared eyes the size of a house. We all expected to hear a great noise as it went off but were disappointed. The scattering fragments struck the water with a hissing sound so, had there been an explosion, I think we would have heard it."

The passage of the *Shenandoah* from San Francisco to New York, in 1902, was replete with mishaps. A seaman died after a fall from aloft; the cabin boy was thrown against the rail and had a leg broken; the chief mate was struck on the head and rendered unconscious by the fall of a block from aloft; the midship house and the port bulwarks were stoven in, while the starboard bulwarks were started; three weeks before making port the rudder-head was twisted off and the remainder of the passage made with a jury rudder and tackles on a monkey tiller.

On March 29, 1907, the *Shenandoah* sailed from Baltimore with coal for the navy yard at Mare Island. Captain Chapman was making the passage by way of the Cape of Good Hope and on June 27th was 1800 miles to the eastward of that point. Here, a heavy gale lasting three days was encountered during which the ship started to leak. A course was then steered for Melbourne and on arrival there Aug. 6th, the ship was leaking ten inches per hour. Having repaired, she sailed Oct. 5th and reached San Francisco, Dec. 27th. On entering port she had a close call from destruction. Her towboat was not powerful enough in the breeze that was blowing and when it freshened, the ship drove on the Potato Patch, off the North Head, striking bottom six or seven times. Two powerful tugs were sent out and towed her into the Bay, when it was found that there was six feet of water in the hold.

The *Shenandoah* did not escape the baptism of fire that fell to the lot of her three big sister ships. In December, 1898, a few hours after a start had been made in the discharge of her coal cargo at San Francisco, it was found to be on fire in the fore hold. Before the fire had been extinguished the hull had been nearly burned through in one place. The delay incident to making repairs caused the loss of a grain cargo and led to the disappointing voyage to Australia via Puget Sound. Due to delay at the loading mills and later, to labor strikes in the Colonies, the round voyage occupied nearly a year.

From the time of her arrival at San Francisco, in July, 1907, the *Shenandoah* was laid up in San Francisco Bay until Feb. 16, 1910, when she sailed for New York with a cargo of asphalt, lumber and scrap iron salved from the great earthquake-fire of April, 1906. She then passed into the possession of the Scully's who had purchased her for $36,000 and by them was converted into a coal barge. Shorn of her tall masts and spars her sailing days were over and she started to earn a living with the very matter-of-fact assistance of a steam tug at all times. In October, 1910, she completed her first voyage as a barge by arriving at Providence. On Oct. 29, 1915, she was rammed and sunk by the steamship *Powhattan,* off Shovelful Shoal Lightship, near Fire Island, N. Y., taking down with her one of the crew. On March 11, 1916, her submerged hull was blown up by 25 mines placed in the hull by a diver from the Coast Guard cutter *Mohawk.*

The first commander of the *Shenandoah* was Capt. James F. Murphy, familiarly known as "Jim" Murphy, a genial gentleman and an able navigator. His first command was the ship *David Brown,* which vessel, bound from Sweden to Australia, had put into Plymouth, in January, 1873, on account of Capt. William Green Nichols having had his leg broken while the ship was coming down the English Channel. Young Murphy, who was mate of the bark *C. O. Whitmore,* lying at Liverpool at the time, was sent for, took command of the *Brown* and completed the voyage, then going to San Francisco and Havre. In 1878 he was appointed master of the ship *Yorktown* and after being in her five years took the *W. F. Babcock* and was her commander eight years. He was in the *Shenandoah* the first seven years of her career and in later years made single voyages in her on three occasions, taking her from San Francisco to New York on her last passage as a sailing ship. In 1898 he was sent to Valparaiso to superintend repairs to the *Kenilworth* which had put in damaged by fire, and with Capt. James G. Baker dead from suffocation. Captain Murphy took over the command and after repairs to the *Kenilworth* had been made, sailed her to New York in very fast time, 65 days. He then took the steel ship *Arthur Sewall* from off the stocks and left Bath in her, on March 28, 1899, with 1500 tons of ice for Philadelphia where she loaded for San Francisco. During the year 1903 the Captain commanded the steel ship *William P. Frye* and on a second occasion had her from April, 1907, until August, 1909. He then retired from sea life to pass the remainder of his days at his home in Bath.

Following Captain Murphy's first spell in the *Shenandoah,* Capt. William H. Dunphy made one voyage; Capt. William H. Starkey one passage; Capt. J. Wilder Murphy, son of Captain "Jim," who had been chief mate of the big ship, one voyage, this being the unfortunate round to Australia; Capt. George Harvey, part of one voyage; Capt. E. A. Watts, one voyage; Capt. Omar E. Chapman, four voyages, between 1902 and 1907.

When J. Wilder Murphy took command of the *Shenandoah* he had just attained his majority and as the youngest Captain in the American Merchant Marine, his previous successful career was largely exploited in the public press. After being superseded in the command by his mate, Mr. Harvey, he shipped as mate in the *John McDonald* and was lost when she exploded off the California Coast in 1901. Mr. Harvey had been mate in the *George Stetson* under Capt. Eben L. Murphy, a brother of Captain "Jim." Captain Eben had been appointed to command the *Shenandoah* but became sick and died at Portland, Oregon. Mr. Harvey then shipped as mate in the big ship under Capt. Wilder Murphy. As master of the *Shenandoah,* Captain Harvey took her from San Francisco to Sydney in 50 days. He was ill on leaving port on the return passage and shortly after became mentally deranged. On the night of the fourth day out he evaded the vigilance of Mr. Taylor, the mate, and while the ship was going before the wind in a heavy sea jumped overboard and was drowned. After leaving the *Shenandoah,* Capt. Omar E. Chapman was commander of the steel ship *Dirigo* for short spells on two occasions.

SOLITAIRE

THE ship *Solitaire* was launched from the Sewall yard at Bath, Maine, in April, 1879. She was 213:7 feet, by 41, by 24 feet, and registered 1462 tons. She was being built by Edward Sewall at the time of his death from the effects of a fall at the Windsor Hotel in New York City, on March 20, 1879, and was completed by the administrators of his estate, Arthur Sewall and Thomas M. Reed. At that period there was great depression in the shipbuilding industry and as the ship was the only one under construction at Bath, she was given the name *Solitaire* by Mrs. Edward Sewall.

The *Solitaire* made a couple of voyages to the Orient, the remainder of her operations being between Atlantic ports and those of the West

Coast of North America. Her outward cargoes were principally coal or railroad supplies for Acapulco, San Francisco, or Astoria, and on one occasion she loaded at Philadelphia on government account for Sitka. Of her homeward passages, two were to New York and the rest to the United Kingdom. In 1882 she made a round between San Francisco and Sydney, 52 days going and 55 days returning, and this is the only fast voyage she is credited with, her passages on the Cape Horn run, both ways, being longer than average. The shortest she made to the westward was 138 days from New York to Astoria, and to the eastward, 114 days from San Francisco to Queenstown.

On Sept. 19, 1896, the *Solitaire* sailed from Philadelphia for San Francisco and four days later was on what Captain Thompson thought to be the northern edge of a hurricane. Although the ship did not experience the full force of the wind it was believed to have attained a velocity of 60 miles an hour and the ship was snugged down to two lower topsails. Suddenly a very severe blast struck the ship and carried away the three topmasts and the jibboom with the caps of the fore- and mizzenmasts. The mass of wreckage remained alongside the ship, then entirely unmanageable in the trough of the seas, which were going clear over her. Captain Thompson was accompanied by his wife and daughter and thought that every moment would be the last of the good ship and her whole company. At midnight the weather seemed to moderate a little but early the next morning the foreyard broke in two pieces and fell on deck. Two hours later the mainmast snapped off close to the deck and went by the board when the position of the ship became desperate. In the face of great danger heroic efforts were made to cut away the rigging and finally the wreckage was washed clear by an extra heavy sea. While the crew was working desperately but nearly futilely to rig some jury spars to set enough canvas to keep the vessel steady, the lights of a steamer were sighted shortly after midnight and blue lights were burned and torches lit. These were seen by the steamer which proved to be the *West Indian*, bound from New Orleans to Liverpool, and after two hours of hard labor she was able to put a six inch steel hawser aboard the dismasted ship. At 7 A.M. on the second day after the disaster the steamer started with her tow to New York, 450 miles distant, and safely reached port. The *Solitaire* was then sold to Lewis Luckenbach and for many years was operated as a barge, her last owners being the Neptune Lines. In August, 1928, she was sold to ship breakers who had her towed on the beach at Eastport, Maine, and burned for her metal. The barges *San Joaquin* and *General Knox*, both originally sailing ships, were similarly disposed of at the same time.

The first voyage of the *Solitaire* was made under the command of Capt. George H. Curtis who had been mate of the first *Thomas M. Reed*, which was wrecked before completing her maiden voyage. Capt. Albert C. Otis then took the ship and some five years later was succeeded by Capt. Edward R. Sewall. Capt. Edward H. Thompson was in command on the ill-fated voyage.

SONNTAG

THE ship *Sonntag* was built at Stockton, Maine, by A. P. Goodhue, in 1870, she and the *Henry B. Wright* being the only full-rigged ships ever built there, although many smaller vessels had been constructed. Her construction was ordered by Capt. William McGilvery, a prominent shipowner of Searsport, and Capt. Ferdinard de Soto Herriman who was to command her. A nephew of the latter and a subsequent master of the ship, Capt. Harry William Herriman, was also interested in the ownership.

The *Sonntag* was a pretty little ship, 171 feet long, by 36, by 21 feet and had a registered tonnage of 976 net. She had good entrance lines with a rather fine run but her model aft was criticized as tending to allow of her being easily pooped while running before high seas. Still she was generally fortunate in escaping damage on her voyages. Captain Ferdinand was quite a fine musician and also an artist of some repute. He had studied art under the well-known landscape painter William L. Sonntag of New York, with whom he was a close friend and in whose honor the ship was named.

After making three or four voyages in the *Sonntag*, Capt. Ferdinand Herriman turned the command over to his nephew Captain Harry, and retiring from sea life, embarked in business in Liverpool as a shipwright in which he did well. On later returning to the United States he became a marine surveyor on the Great Lakes where he worked out and established a new system of classifying vessels which later became the standard method. The Captain is described as a genial, self-made man who wrestled success from hard beginnings and acquired a fine position in the maritime world. In later life he held a federal position at Washington, D. C., for a number of years and died there.

The maiden voyage of the *Sonntag* was a round between Boston and San Francisco and in subsequent years she made two other passages to the Golden Gate City. Considerable of her operations during her earlier years were with ports on both coasts of South America, she generally returning with guano from the West Coast. She also was engaged in the cotton trade from Southern ports to Europe and in carrying deals from St. John to England. Her later years were mostly spent in voyaging to Australia, China and the East Indies. It does not appear that she was a fast sailer but she managed to pay good dividends to her owners.

About 1875 the Herriman and McGilvery interests in the *Sonntag* were sold and the vessel, rigged as a bark, was later listed as owned by J. Baker & Co., of Boston. About 1890 she was converted into a barge.

SONORA

THE ship *Sonora* was built by Robert E. Jackson at East Boston and was launched in August, 1868. She was 212 feet, by 39, by 25 feet, and registered 1535 tons. She was owned by W. F. Weld & Co. of Boston until 1875 when she was taken over by the estate of Richard Baker, Jr., Mr. Baker having been a member of the Weld firm.

The *Sonora* was an extra well built ship of good model, her lines approaching those of a medium clipper and she made good passages. All her outward voyages were from New York to San Francisco and their average is 125 days, with 114 days as the fastest. The homeward passages, except the last one she made, were all by way of Manila, she going there direct or at times via Hong Kong. One of her direct runs over this course was made in 44 days and one to Hong Kong, including a day's stay at Honolulu, was made in 43 days. On her last passage she was near Liverpool in 109 days from San Francisco, then meeting her fate.

The *Sonora* sailed from San Francisco on May 6, 1876, and at 10.30 P.M., August 30th, was 12 miles off Holyhead, in tow of a tug, when the lights of a steamer were seen. The steamer, which was under the Spanish flag, attempted to cross between the tug and the ship which parted the towing hawser and the ship, having good headway, struck the steamer amidships, cutting her down. The bow of the *Sonora* was burst open and both vessels sunk at 1 A.M. The Captain and crew of the steamer showed great cowardice in the affair, deserting a lady and child who were saved only by the bravery of one of the crew of the ship. A boy was killed on the steamer, this being the only loss of life in the affair.

The first master of the *Sonora* was Capt. S. Hutchinson who made one voyage and then took the ship *Volunteer*, another of the Weld fleet. Capt. J. D. Paine succeeded in the *Sonora* and continued in her until her loss; after which he took command of the ship *Rembrandt*.

A ship named *Sonora* of some 700 tons had been built in Newburyport in 1853 and was engaged in the China and East India trade. She was captured and burned by the *Alabama* and the following interesting particulars are taken from the account of her master, Capt. Lawrence W. Brown of Newburyport:

"In March 1863 we were on the berth at New York with the ship *Sonora* loading for Melbourne with a general cargo; finished loading and sailed on March 27th; had 45 passengers in the between decks. On the third day at sea, when about 600 miles from New York, discovered four stowaways, all soldiers, deserters from some regiment that had been on the way to the front but changed their minds;

they became good sailors. We arrived in good time at our destined port. After a time there we took some cargo and 290 Chinese passengers on board and sailed for Hong Kong; made the run in 46 days and landed all hands in good order. On arriving we found about 25 American ships at anchor, all snug, with light masts and yards sent down, crews discharged and having the appearance of a siege. On making inquiries we found that a strange steamer had put in an appearance in the China Seas and the ship *Contest* had been captured, plundered and burned, said steamer being the *Alabama*, a Confederate States privateer; therefore there had not been an American ship sail from Hong Kong for several weeks and ours was the first arrival for some time. As we were not on a voyage of discovery, looking for privateers, and had a charter to proceed to Akyab, British India, and load rice for Europe, we remained in port ten days and sailed; touched at Singapore and landed 100 Chinese passengers among which were 20 girls. At Singapore we fell in with a fleet of 15 to 20 American ships, all in the same predicament as the Hong Kong fleet. We paid off our white crew and shipped colored men who had been part of the crew of the ship *Contest*, who were landed at Batavia and sent up to Singapore in care of the United States consul. In five or six days we were up and at it again; sailed on through the Malacca Straits towards Akyab and on the 26th of December, in 3 degrees north, 103 degrees east, at 6 A.M. saw a steamer, coming up astern, steering for us. After a time I saw she was flying a blue British ensign and had a large number of men on board and I was quite satisfied she was the *Alabama* and we were to have a morning call from the great brave(?) Semmes, and expected a great circus was to be our day's entertainment — and it certainly was so.

"When the steamer arrived quite near on our starboard beam, some three or four boats were launched, filled with men and officers and came alongside. We had made all preparations to receive them. An officer came up and addressed me from the rail — I was on the house — asked me ship's name, where from, where bound and where she belonged. In a certain way he was answered. He said we were a prize to the Confederate steamer *Alabama*, pointing to her, and he was the prize master. I asked for his name and he followed me. We had quite an interview and a goodly time was passed, he all the time advising me to go at once to the steamer with my papers, etc.

"In the meantime a gang was loading their boats with provisions, with which we were well supplied, of best quality, a great haul for them. Fourteen colored men and ten white boys were placed in one of our boats and set adrift with notice or orders to keep away from the steamer. Two colored men and my two officers, Isaac N. Colby, first, and Bradford Swap, second, both Newburyport men were then ordered into our quarter boat and told to pull to the steamer, which they did. A lot of the steamer people were preparing to set fire to the ship; others, officers included, were plundering the cabin and with disputes among these fellows as to whom such and such a thing belonged, each one having claimed they saw it first, the whole affair was of rather a ridiculous, undignified nature, it seeming to me that they could not have any discipline on board the steamer from which they pounced down upon us and had we been captured in the China Seas or up through the Malacca Straits, by Chinese or Malay pirates, we might have expected about the same treatment as we were getting from these representatives of the Southern Confederacy.

"I had been told by this fellow, Armstrong, the prize officer, that the ship would be burned and more than three times did he tell me that I was getting myself in trouble by not going to the steamer at once. However, after all our people had gone and the torch was all ready to apply to the kindlings of tar, oil, etc., the officer told me to go with him to the steamer, which I did. We were but a few moments in the boat before arriving at the port side of the steamer outside of which three or four boats were being discharged of the spoils which the crowd of 228 people had scooped so early in the morning.

"After getting on deck I noticed this chap had hauled down the British ensign and hoisted what they called the Confederate naval colors. To me the condition of my surroundings looked like poor discipline and an awful dirty vessel. Some 10 or 15 tons of coal was lying on deck amidships; men were standing about in groups and some lying about the decks. I did not walk aft although I saw and recognized the bold(?) navigator Semmes, near the mizzen rigging, but passed forward on the port side; looked at the guns, bow-chaser, etc; thence aft on the starboard side, no one having spoken to me except when a tall, shabbily dressed fellow had said as we were coming alongside 'Captain, you can come up.' I had merely answered by saying, 'That is what I came here to do.' My boat was then, with the two white and two black men, towing at his stern. Crossing the deck to the port side well aft, a lanky, tall, cheaply dressed individual approached me with an extended hand and said 'Good morning, Captain Brown.' I did not give him my hand—'The hand of Douglass is his own.' He looked at me, probably feeling insulted, and asked me if I would go down to his cabin. I said I would be pleased to do so. He went below, I followed—had a fine chance to kick him down stairs but didn't. I was not invited to be seated. He asked me my ship's name. I threw my papers on the table abaft of which he stood while I stood facing him. He gazed at me—put his glasses on, picked up the big envelope which contained register and crew list, opened the register, looked at me, sort of sizing me up and said '*Sonora*—she belongs to our enemy—I'll burn her!' I answered 'I don't care if you do. She is well insured in London.' 'Where are you from?' 'New York.' 'Where?' 'New York, via Melbourne and Hong Kong.' 'Where are you bound?' 'That is just what I would like to know. You say you will burn her and she was ready to be set on fire when I left her. How do I know what comes next?' The fellow became a little enraged—took a good view of me and asked 'Where *WAS* you bound?' 'To Akyab.' Other such questions, just as foolish, were put to me, all being answered in a most pleasing and polite manner. 'Of what does your cargo consist?' I could only laugh at him and answer 'Sand.' He moved from his position and yelled 'I want no comments, sir; what is your cargo?' I tried to bristle up a little on a different tack and not as pleasantly told him 'I was master of a ship myself an hour since and always knew how to treat my callers and my passengers.' He asked if I had any money about me. I then made up my mind that he was either a confounded fool or a consummate scoundrel. We were all young fellows and not easily scared. An officer, his clerk, was all this time sitting at a table; no others in sight of us. I had a little more to say and then awaited the result. He handed my papers to the clerk and then left the cabin.

"Then this Semmes said to me 'Now, sir!' I took a seat expecting my sentence.—'I'll give you your choice. You may remain with me eight or ten days and at the end of that time I will set you down whereever I happen to be or you may go in your boat.' 'What about my crew?' 'Those niggers are going in their boat!' 'My officers?' 'Are going with your niggers.' I said, 'If those men and officers that belong to me and I to them, are to be set adrift here in those boats, your ship is no place for me; my duty is not here. I will go with them and whatever they may have to go through I willingly will share it with them. They have served me faithfully and I will never desert from them.' He said, 'You will have no charts.' I answered 'I do not want any.' 'No books nor nautical instruments of any kind.' I again said, 'I do not want them; they will be of no use to me here in an open boat and I will not leave my people under any circumstances. I know my duty.'

"He left the cabin and went on deck. I looked about me and then went on deck and made remarks with two different officers. They seemed to think they had conquered a fleet of men-of-war instead of one poor, innocent merchant ship. It seemed to me like an eagle swooping down on a humming bird. My boat was searched and a quadrant belonging to the mate and other articles were passed up on deck of this bold cruiser. I asked him if we could go now as it was not safe towing alongside his craft. He said 'You have no water in your boat.' I said, 'Only that which leaked in.' 'Well,' he said, 'You hang on to me and I'll tow you towards your ship and you can get some.' The *Sonora* was then one mass of flames. I looked at him and said, 'I never sent a man where I could not go myself and that is no place for me.' He then said, 'You can clear out! You are the most impertinent man I have ever dealt with.' We cut his line and dropped away from him. There we were, five in the boat, and it did seem to me as though I never was so far from home and friends.

"We landed on the Island of Penang on the afternoon of December 31st. I gave the mates each one-third of the money I managed to save, about $100. then it was each for himself. The consul provided for the two sailors. The first mate got down to Singapore and home from there in the Boston bark *Pearl*. The second mate went to Rangoon in a British ship — left her and became a pilot; died there, some three years afterwards, aged 24 years. He weighed 315 pounds and was the biggest man in Burmah. Consuls have no authority to assist captains; they do not come under the head of seamen. I proceeded in the British steamer *Chabuda* to Maulmain, then to Rangoon and Calcutta, where I felt at home. The first white man I met was my brother whom I had not seen for seven years. I left Calcutta on Jan. 22, 1864 for Madras, Point de Galle and Suez, thence across to Alexandria; at Cairo inspected the Pyramids; then to Malta, Gibraltar and Southampton, being at the latter place only three hours before embarking on the *Cimbria* for New York. Arrived at Newburyport, March 17th, having had a delightful voyage but meeting with some peculiar people."

SPRINGFIELD

THE ship *Springfield* was built by J. O. Curtis, at Medford, Mass., for Henry Hastings of Boston, and was launched in November, 1868. Capt. James S. Dwight, who for a number of years had been master of Mr. Hastings' ship *Cutwater*, owned an interest in the new ship, superintended her construction and she was named *Springfield* out of compliment to his home town.

The *Springfield* was a first-class ship in every way; was 170 feet by 36, by 23:5 feet, and registered 1043 tons. On her maiden voyage she took a cargo of ice from Boston to Bombay and on her second, went from New York to Melbourne and India. The next voyage was from New York to Melbourne-San Francisco-Puget Sound-Manila and home, and the fourth was from New York to San Francisco, thence home via the Philippine Islands. Then followed a voyage from Boston to San Francisco and Liverpool and one from Cardiff to Hong Kong, Portland, Oregon, and Liverpool. Her sixth and last voyage as an American ship was from Cardiff to Hong Kong, thence to Honolulu where she outfitted to load guano at Jarvis Island, for Hamburg. Shortly after her arrival at the latter port, in December, 1879, she was sold to go under the German flag, becoming the bark *Christine* of Bremen.

Captain Dwight was in command of the *Springfield* until late in 1874 when he bought the ship *Freeman Clark* from E. & A. Sewall of Bath, Maine, and was her master and manager until 1882 when he was murdered by the Chinese steward of the ship. At the same time the chief mate was attacked and badly injured by the Chinese cook. The ship's crew dealt summary justice to the celestials, slaying both.

Following Captain Dwight, Capt. H. P. Fish made one voyage in the *Springfield*, then taking command of the bark *Western Belle.* He was succeeded in the *Springfield* by Capt. George H. Peart who continued in the ship until she was sold, after which he made a voyage in the ship *South American*, also belonging to Mr. Hastings.

STAR

THE ship *Star* was built by Blanchard Brothers of Yarmouth, Maine, for their own account and was launched in August, 1861. She was 179 feet, by 36, by 23:8 feet, and registered 1214 tons. Prior to 1869 she was commanded by Capt. D. C. Loring who then relinquished her in favor of Capt. Antonio Vianello to take the fine new ship *Pacific*, also belonging to the Blanchard Brothers. Following the loss of the *Pacific*, in 1874, Captain Loring took over the new and larger ship *Admiral*, from New York to San Francisco, then returning East to superintend the outfitting of the new ship *P. N. Blanchard*, to which he had been appointed master. Two years later the Captain dropped dead on the street in Yarmouth.

The *Star* was a well built ship intended to carry a good cargo proportionate to her tonnage and had no pretensions of being a fast sailer. Most of her career was spent in trade with the East and West Coasts of South America, the return cargoes generally being guano. She appeared at San Francisco on one occasion only, in September, 1874, after quite a long passage of 118 days from Rio de Janeiro, in ballast, and then took wheat to Liverpool, arriving out April 12, 1875, 181 days en route. She then went back to the West Coast of South America; loaded guano at Lobos for Europe and was abandoned in a sinking condition on May 3, 1876, off Chiloe Island. Captain Vianello, the second mate and part of the crew left the ship in one boat and the mate and the remainder of the ship's company left in another boat. Nothing was ever heard of the Captain's boat or its occupants while of those in the mate's boat, only one seaman, a colored man, was saved in the attempt to make a landing. The *Star* was reported to be owned in Boston at the time.

STERLING

THE ship *Sterling* was built by E. & A. Sewall at Bath, Maine, and was launched in May, 1873. She was 208:4 feet, by 42:7, by 26:1, and registered 1663 tons. Her builders owned her until 1881 when she was purchased by John Rosenfeld of San Francisco. She continued making long voyages for some 15 years when she was sold to the Alaska Packers Association, but her career in the service of her new owners was very short.

Of the 19 passages made by the *Sterling*, from North Atlantic ports, between 1875 and 1896, 15 were to San Francisco, one to San Diego and three to China. Her two shortest runs to San Francisco were from New York and Liverpool, each in 123 days. The shortest to New York was 106 days and to Liverpool, 113 days. The remainder of her runs were made in fair average time. In 1891-1892 she had the long passage of 194 days from New York to Hong Kong and grave fears had been felt for her safety before notice of her arrival was cabled.

Prior to her ill-fated voyage in 1898, the *Sterling* had been very fortunate in escaping damage at sea her most serious accident being on her passage from Philadelphia to San Diego, in 1894, when she met with continued heavy gales off Cape Horn in which she lost a number of sails and had her hull badly strained. She then put into Port Stanley and was detained there six weeks repairing.

An incident out of the ordinary occurred during the passage of the *Sterling* from New York to San Francisco, in 1896. South of the Line in the Atlantic she came up with the German ship *Coriolanus*, from Bremen for Rangoon, which signalled: "Am on fire — will you stand by?" Captain Wheldon of the *Sterling* kept his ship close by during the night and next morning received the signals: "Fire gaining — will you come on board?" A boat was launched and the *Coriolanus* boarded when it was found that she was in ballast and that the fire was aft among a lot of mats. Captain Wheldon offered to take off the German crew if they wished to abandon their ship but the offer was declined and after hard work the fire was gotten under control to some extent and the German ship stood away for Bahia.

On April 27, 1898, the *Sterling*, under command of Capt. C. O. Anderson, left San Francisco for Koggiung, Alaska, with cannery supplies and some 150 Chinese laborers. During the night of May 19th she arrived off the entrance to Nushagak Bay and tacked offshore. On standing in, early the next morning, the ship struck an uncharted rock under some 18 feet of water and began leaking. An hour later the increasing wind and sea had broken off the rudder and a portion of the keel, the lower hold being then nearly full of water. Two hours after the ship struck all the Chinese were landed on Cape Constantine, in the ship's boats, but the crew stood by the vessel expecting assistance from Nushagak, whither a boat had been dispatched with news of the mishap. Towards evening the ship commenced to break up and all hands went ashore. The next morning there was a hard gale blowing and a very heavy sea, the hull being completely under water, so that when the relief steamer arrived she could do nothing except rescue the castaways.

The first commander of the *Sterling* was Capt. James G. Baker of South Dennis, Mass., who had been in the Boston ship *Asa Eldredge* a number of years before her sale in 1873. Captain Baker made six round voyages in the *Sterling* and was later in command of the ships *Henry Villard*, *John Rosenfeld*, *C. F. Sargent*, *Commodore* and

Kenilworth. He met his death on the *Kenilworth,* in September, 1898, being suffocated by fumes arising from fire in the cargo of sugar laden in the Hawaiian Islands for New York. The Captain was a fine gentleman and had a world-wide reputation as a high class American merchant navigator, so his untimely passing was deeply regretted. He had doubled Cape Horn 56 times and the Cape of Good Hope 20 times.

Capt. George W. Goodwin, the second master of the *Sterling,* was in command from 1881 until 1893, subsequently taking the new steel ship *Dirigo* in which, except for one voyage, he continued until 1909. Captain Goodwin was a native of Calais, Maine, and began sea life as cabin boy on the Maine coasting steamer *Queen,* sailing during the summer months and going to school in the winter. In 1864 he made his first offshore voyage in the bark *Villa Franca,* to the West Indies, the vessel putting into New York in distress in returning, then being condemned. Young Goodwin then made his first trans-Atlantic trip in the brig *William Robinson,* to Trieste where, after arrival, he was made second mate. Then followed a season on the Grand Banks fishing, after which he was in the then famous bark *Warren Hallett.* In 1867 he made his first voyage around the world in the ship *China,* Boston to Melbourne, Sydney and London. Later he was mate of different ships and was with Captain Baker in the *Asa Eldredge* and *Sterling.* In May, 1909, Captain Goodwin arrived at Honolulu in the *Dirigo* after a very hard and long passage from Baltimore via Rio de Janeiro where the ship had put in on account of a cracked plate causing a bad leak. The Captain then considered that his 48 years of sea life warranted his retiring so he resigned command of the *Dirigo* in favor of Capt. Omar E. Chapman.

On the last three Cape Horn voyages of the *Sterling,* Captain Wheldon, formerly in the ship *Anahuac,* was in command.

SUNRISE

THE ship *Sunrise* was built by Robert E. Jackson, at East Boston, Mass., and was launched in December, 1860. She was 182 feet, by 38:10, by 23:10 feet, and registered 1219 tons. She was a first-class ship in all respects and when two years old brought $68,000 when purchased by Howland & Frothingham of New York.

Except for a few trans-Atlantic voyages made in 1863, the *Sunrise* was engaged in trade with San Francisco from her maiden voyage in 1861 until November, 1874. She was then laid up at that port until November, 1876, when she went back to New York and thereafter was operated principally in the case oil trade with ports in the Far East. While alongside a wharf at San Francisco, she was practically dismantled during the great norther of Jan. 26, 1875, after which she was put on floating dock and thoroughly overhauled. She got in three new lower masts, two new topmasts and had her hull repaired and strengthened, all at a cost of some $30,000. A year or so later, however, the parties who then owned her were reported in financial difficulties and the *Sunrise* was sold for the small sum of $29,000. Thereafter, Edward Lawrence of Boston appears as her managing owner. She met her fate in 1890 but details of her loss are not now available.

Although the *Sunrise* was of good model her passages appear to have been conspicuous by their great length. The average of the seven made from Atlantic ports to San Francisco is 160 days, with 134 days from Liverpool as the fastest. The two made to the eastward with wheat were of 126 and 141 days. One of her guano voyages from Callao was 136 days to Valencia and another was to Falmouth in 126 days. In the trans-Atlantic trade she crossed from Leghorn to New York in 70 days and from Cardiff to New York in 54 days. In September, 1885, when commanded by Capt. C. H. Tibbetts, she arrived at New York in 125 days from Singapore; 114 days from Anjer.

The voyage of the *Sunrise* from Liverpool to San Francisco, in 1873, gave her an unenviable reputation that was world-wide and this was held against her throughout the remainder of her sea life. Her case and that of the ship *Gatherer* are even now referred to as being outstanding instances to excessive brutality to sailors at sea. Her master, Capt. Robert K. Clarke, Jr., called thereafter until his death "Sunrise Clarke," was prosecuted, convicted and sentenced to the San Francisco county jail for 14 months and to pay a fine of $1,000. Chief mate Frank Harris was sentenced to four years in the State prison. Captain Clarke served out his sentence and was then reinstated in command of the *Sunrise* which in the meantime had made one round voyage with his father, Capt. Robert Clarke, Sr., as master. Mate Harris is said to have been pardoned shortly before his sentence expired, later being appointed on the San Francisco police force under an assumed name.

Capt. Richard Luce was in command of the *Sunrise* from 1863 until 1871 when he was succeeded by Captain Clarke, who, in 1884, took the fine ship *Frank N. Thayer*, of Boston. In January, 1886, the *Thayer*, while bound from Manila to New York, was destroyed by fire set by two Manilamen of her crew after they had stabbed to death her two mates and cut Captain Clarke so badly that he was left as dead. He recovered, however, and after getting home by way of St. Helena, which the *Thayer's* survivors had made in the ship's boats, retired from sea life. For some years he resided at Port Chester, N. Y., but later moved to San Diego, Cal., and had a fine house overlooking the city, bay and ocean. He passed away there about the year 1910.

SUSAN GILMORE

THE ship *Susan Gilmore,* 1204 tons register, was built in 1874, by Atkinson & Fillmore at Newburyport, Mass., for Gilmore, Kingsbury & Co. of Boston. That firm retiring a few years later, the managing ownership of the vessel passed to Carver & Barnes of New York, Mr. Benjamin F. Carver, Sr., of that firm and Mr. Gilmore both belonging to Searsport and being close friends. Capt. Nathan P. Carver, also of Searsport, was the first master of the ship and continued in her seven or eight years, after which his brother Capt. William M. Carver had command during the remainder of her career.

During most of her sea life the *Susan Gilmore* was engaged in the coal and case oil trade with the Far East. On July 3, 1884, while being towed from Sydney to Newcastle, N. S. W., the towing hawser parted in a hard blow and the ship went ashore on Nobby's Head, at the entrance to Newcastle Harbor, and became a total loss.

Capt. Nathan P. Carver was descended from Robert Carver, nephew of John Carver the first Governor of Plymouth Colony. Nathan P. was born in Searsport, in September, 1829, and died at Roxbury, Mass., in May, 1904. He went to sea as a youth and before he was 21 years of age had command of a vessel. He was engaged chiefly in the East India and China trades and is said to have never lost a vessel nor failed to show profits from a voyage. Among the ships he commanded, other than the *Susan Gilmore*, were the *Avon*, *Prentice Hobbs*, *Kentucky*, and *Henry S. Sanford*. He was also master of the barks *Investigator*, *John Carver*, *Harvester* and *Abby Carver*, the latter being named after his wife. The Captain was a fine specimen of the Yankee deep-sea shipmaster and was highly respected in all quarters.

Capt. William M. Carver's only command was the *Susan Gilmore*. After her loss he retired from the sea and engaged in business in some town in the Middle West where he passed away years ago.

SUSQUEHANNA

THE four-masted bark *Susquehanna* was launched from the Sewall yards in Bath, Maine, on Sept. 17, 1891. She followed the *Rappahannock* and *Shenandoah* as the third member of the Big Four fleet and was of 2628 tons register, net, her dimensions being: 273:6 feet, by 45:1, by 28:1 feet. Her fore-, main- and mizzenmasts were 84, 85, and 87 feet long, respectively, and all the topmasts, 54 feet. The spanker mast was 90 feet long and its topmast, 68 feet. The length of the yards were: lower, 88 feet; lower topsail, 80; upper topsail, 73; topgallant, 60; royal, 50; skysail, 41. The steel spike bowsprit was 65 feet long being 45 feet outboard. The spanker boom was 51 feet long and the gaff, 30 feet. She had wire rigging. Her cost was reported to have been about $140,000. She was owned by her builders and their friends.

Authorities prophesied that the *Susquehanna,* although smaller than her two predecessors, would yet prove to be a faster sailer and they were correct in their views if time made on voyages is taken as a criterion. The *Susquehanna* made seven passages to San Francisco at an average of 129 days, there being one each of 117 and 122 days; three of 125 days each and one each of 140 and 146 days. Of her passages from San Francisco three were to the United Kingdom in 94, 128, and 132 days. Two were to New York in 126 and 109 days. She made three runs from the Hawaiian Islands to New York or the Delaware Breakwater in 89, 117, and 133 days and has to her credit a passage of 102 days from Hong Kong to New York. As against this very fine showing, however, there must be applied the slow time she made between Norfolk and Manila, 148 days and 204 days. In the latter instance grave fears had been felt for her safety and she was about to be placed on the missing list when news of her arrival was received.

The *Susquehanna* attracted much attention at Liverpool when she reached there on the second half of her maiden voyage in 93 days and 21½ hours from San Francisco. Her time from the Golden Gate to the Line was 19½ days; to Cape Horn, 47 days; to the Line in the Atlantic, 66½ days; to Cape Clear, 91¾ days. As her best day's run was only 280 miles it appears that she must have had favorable winds for the most part and mention is made of only two days of calms on the voyage. On her passage of 89 days and odd hours, from Honolulu to New York, in 1897, which by the way was the fastest time made since the days of the out and out clippers, her daily average was 160 miles. From Honolulu to Cape Horn she had the fair run of 49 days, but in the South Atlantic was favored with strong winds and trades and from latitude 50° to the Line was only 19 days, averaging 210 miles daily throughout. On one day she logged 270 miles. On her passage of 102 days from Hong Kong to New York, in 1895, she had a crew of Japanese who, according to Captain Sewall, were, in cold weather, frozen nearly stiff and had to be thawed out by rations of whiskey liberally supplied. The ship's officers were frequently obliged to assist in working the ship.

The last westward Cape Horn passage made by the *Susquehanna* was in 1903 when she reached San Francisco from Baltimore, 125 days out. She and the large steel ship *William P. Frye* were chartered by representatives of Hawaiian sugar growers to load at the Islands for eastern refineries, in opposition to the big freighters of the America-Hawaiian Steamship Company.

On Aug. 10, 1905, the *Susquehanna* was at Nehoue, New Caledonia, under charter to load chrome ore for the Delaware Breakwater. Her associate, the *Roanoke*, was also there on similar business and was partially loaded when she caught fire and was burned in spite of assistance rendered her crew by men from the *Susquehanna* and a Norwegian bark. Chief mate Griffin of the *Susquehanna*, who was particularly active in the fight against the fire, was almost overcome and lay helpless for some hours.

Having laden her cargo the *Susquehanna* left port on Aug. 23rd. When three days at sea her heavy cargo proved to be more than her hull could stand and after straining considerably in heavy weather, her back was practically broken in three places. By the time the pumps were got working there was five feet of water in the hold. The pump shaft broke and as there was no hope of saving the ship all hands embarked in three boats, there then being seven feet of water in the well and 12 feet in the fore peak. Before the boats were many lengths distant from the ship she took a dive and went down bow first.

In the boat with Captain Watts were Mr. Elwell, former mate of the *Roanoke*, and his wife. All the boats headed for the Solomon Group. Captain Watts' boat was picked up by a trading schooner which found the mate's boat the next day and the occupants were later landed at San Cristobal, one of the Solomon's. The second mate's boat reached Santa Ana, another island of the same group, where the crew landed and occupied a hut belonging to an ex-chief. One account is that this man died shortly thereafter and his death being attributed to the presence of the white men, the latter were obliged to take to their boat for safety and again put to sea. Another account is that the men were kindly treated by the natives until their stock of tobacco gave out and a chief's son warned them that their lives were in danger. After putting to sea they were picked up by a schooner and landed at Gabuta where they found the rest of the *Susquehanna's* company. Eventually they reached Sydney and everyone went his way, Captain Watts and mate Stinson going to San Francisco on the steamer *Sonoma.*

Capt. Joseph E. Sewall was a native of Bath, the son of Brig.-Gen. Frederick D. Sewall who served honorably in the Civil War. After graduating from Bowdoin College young Sewall began seafaring and in 1880 was appointed master of the ship *Oriental.* Later he commanded the ships *El Capitan, Paul Revere* and *Challenger,* then taking the *Susquehanna* when new, in 1891. Except for one voyage made by Capt. H. Laffin, Captain Sewall was in the *Susquehanna* until taking the new steel ship *Edward Sewall* in 1899. Two years later he was transferred to the *William P. Frye.* He retired from active sea life in 1907 and lived at his home in Bath until his death Nov. 17, 1925.

The second master of the *Susquehanna* was Capt. M. T. Bailey, formerly in the *Erskine M. Phelps* as chief officer. Captain Bailey was some four years in the *Susquehanna,* leaving her in December, 1903, to become chief officer of the Pacific Mail steamer *Siberia.* He apparently did not take kindly to steam and in 1905-1906 made a passage as master of the ship *W. F. Babcock.* Capt. E. A. Watts, who had commanded the *Shenandoah* for a time, was the fourth and last master of the *Susquehanna.*

TEMPLAR

THE *Templar* was a fine ship of medium clipper model built by J. T. Foster at Medford, Mass., in 1858, for T. B. Wales & Co., of Boston, prominent merchants engaged in trade largely with India and the Far East. She was 160 feet, by 32, by 23 feet, and registered 910 tons. She was but little in evidence in the Cape Horn trade only making a few passages to San Francisco during the '60's and '70's. During the summer of 1878, while in port at New York, she was purchased by the Seattle Coal and Transportation Company for service on the Pacific Coast and Capt. George N. Armstrong was appointed to command her on the voyage out. The passage to San Francisco occupied 320 days and was replete with misfortunes, the details of which are herewith told as per a memorandum from the ship's log book.

The *Templar* sailed from New York, Sept. 14, 1878, staunch and seaworthy, well provisioned and with a healthy crew. When eight days at sea she took a hard gale and shipped heavy seas which stove the bulwarks, broke bow stanchions, timbers, knight-heads, etc., and filled the cabin with water which damaged stores, furniture, piano, slops, etc. The gale lasted three days and when the damage done had about been repaired a hurricane came on causing the ship to labor heavily and start leaking. In addition the rudder-head was twisted off and relieving tackles had to be rigged. The Line was not crossed until the 67th day from New York and 13 days later Captain Armstrong bore up for Rio de Janeiro for repairs. The ship arrived there December 8th, discharged cargo, repaired and reloaded. Most of the old crew left and new men were shipped in their place. During the stay at Rio, two of the old crew and seven of the new hands died of yellow fever. Captain Armstrong also became very sick while the ship was in port.

The *Templar* sailed from Rio on Feb. 20, 1879, and the next day yellow fever broke out, Captain Armstrong, his wife and daughter being the first taken down. The second day out the carpenter and four seamen were stricken and several others were laid up ill. The following day a seaman died and was buried at sea. Four days later, Captain Armstrong's wife, a native of Hampden, Maine, died and was buried. The following day a seaman died, the Captain, his daughter, the carpenter and two seamen still continuing very sick.

This series of misfortunes so discouraged the ship's officers and crew that on March 4th the ship was taken off her course and headed for Montevideo, but four days later, the Captain feeling somewhat better, got on deck and succeeded in getting the ship put back on her course to San Francisco.

On March 28th the ship was in latitude 50°, longitude 65° and soon thereafter struck heavy weather with constant gales from the westward. The passage of the Cape occupied 25 days and during this time the iron fresh-water tank sprung aleak and all but 1200 gallons was lost. Unfavorable weather continued after getting into the Pacific and the southeast trades were not picked up until May 18th. At this time the carpenter and two seamen were still sick and off duty but seemed to be improving and Captain Armstrong was in the same condition. The ship was 44 days from 50° south to the Line and lost the trades in latitude 7° north. Then followed 20 days of calms and light northerly breezes until latitude 23° was reached. On June 24th, William Snelling, the chief mate, was discovered overboard. A boat was put out but was stove and filled with water. The body of the mate was recovered but life was extinct when it was got on board the ship. It was buried the next day. During the remainder of the passage light head winds or calms were met with until near the California Coast when fresh to strong head winds with thick fog prevailed for five days.

At 4 P.M., July 30, 1879, the *Templar* sounded in 15 fathoms of water and two hours later received her pilot and proceeded into port. On dropping anchor she was immediately placed in quarantine Captain Armstrong still being sick and several of the crew not yet fit for duty. Published accounts of the voyage called it one of the most unfortunate yet recorded in connection with California trade and its details remained long in the memory of those interested in maritime matters. San Francisco underwriters presented Captain Armstrong with a purse of $500; his daughter received the same amount; and second officer Patterson was given $250. It developed that but for the efforts of the three parties the ship probably would never have made port. Mr. Patterson and Miss Armstrong, who was barely 20 years of age, had navigated the ship for a considerable period, the young lady frequently taking her trick at the wheel after regaining her health.

From 1879 until 1894 the *Templar* was operated in the Pacific, coastwise with coal or offshore with lumber, her rig having been altered to that of a bark. She changed hands several times and eventually was sold to parties in Mollendo, Peru, who renamed her *Los Tres Amigos*. In April, 1895, while at a guano port, a heavy swell set in and her anchor chain parted. She drifted ashore and became a total loss.

THOMAS M. REED, No. 1

THE first ship named *Thomas M. Reed* was of 1475 tons and was launched at Bath, Maine, Nov. 10, 1877, from the shipyard of E. & A. Sewall, who were her principal owners. The gentleman after whom she was named was one of the largest shipowners in the United States and an intimate friend of the builders. Following the death of Mr. Edward Sewall, he was one of the administrators of the estate.

The original *Thomas M. Reed* had a very short career as she was lost before the completion of her first round voyage. The Sewalls immediately built another ship to bear the same name, but some 500 tons larger.

The maiden voyage of the first *Thomas M. Reed* was from New York to San Francisco, she arriving at her destination in June, 1878, after a passage of 143 days. She then loaded a cargo of wheat, barley, copper ore, canned goods, etc., to the value of upwards of $130,000, and sailed Sept. 5th for Liverpool. On Jan. 13, 1879, being then 129 days out, she went ashore and was a total loss in Freshwater Bay, near Linney Head, Coast of Wales, some hundred miles from Liverpool. The following is Capt. Joseph Small's account of the disaster:

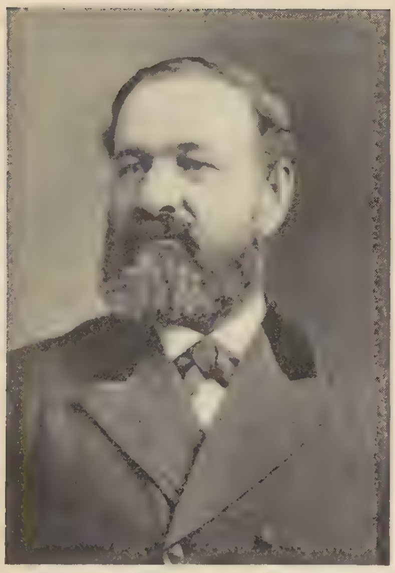
"At midnight, Jan. 12, 1879, we sounded in about 40 fathoms. Saw lights for a few minutes but could not make out what they were. The weather was dense, wind from the south and a strong gale blowing. The ship was under close reefed topsails, on the starboard tack, heading east-southeast, with a good lookout being maintained. Without having seen any land or hearing any breakers, the ship struck and the sea immediately began making a clean breach over her. She at once started to break up. We were on the wreck fifteen hours when the coast guard came along and with the exception of two men who were drowned, we got ashore over the life line apparatus which had been shot from the land."

It appears that the rescue of the crew was effected with great difficulty. The first line connecting ship and shore became choked by floating wreckage when second mate Hennessey was about half way to the beach and he was drowned in the surf. A second line was then shot from the shore and was successfully worked. The steward and two seamen had previously attempted to swim ashore but one of the sailors could not make it and was drowned.

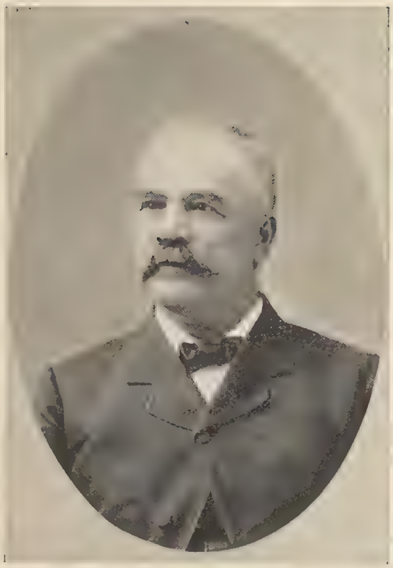
The ship was soon broken up, her wreckage and some of the cargo strewing the beach for a distance of over two miles. The grain was a total loss but some of the canned goods and ore was salved.

Captain Small had suffered severely from a fall on the ship while she was off Cape Horn and he never fully recovered. When the new ship *Thomas M. Reed* was ready for a voyage, he was unable to take command and had to give up sea life. For over forty years he had been in the employ of the Messrs. Sewall, having commanded the ships *Ocean Scud*, *Eric the Red*, *Samaritan* and *Freeman Clark*, before taking the *Reed*. The Captain was a native of Bowdoinham, Maine, but for many years had made his home in Bath and he died there in November, 1884, at the age of 66 years.

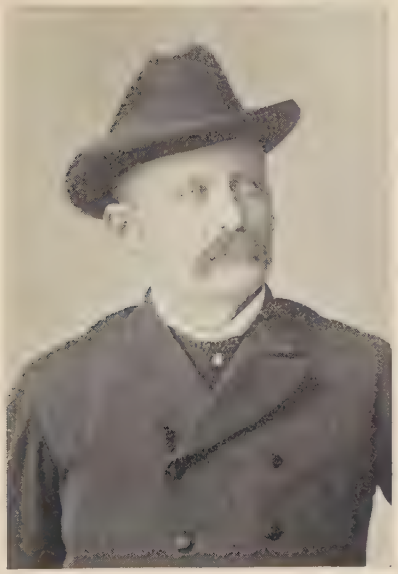
The following copy of a letter now in possession of Miss Emma Small, daughter of Captain Small, is unique in its way and will be found of interest. It was written by John Shankland and dated Kidwelly, Wales, Dec. 12, 1893:



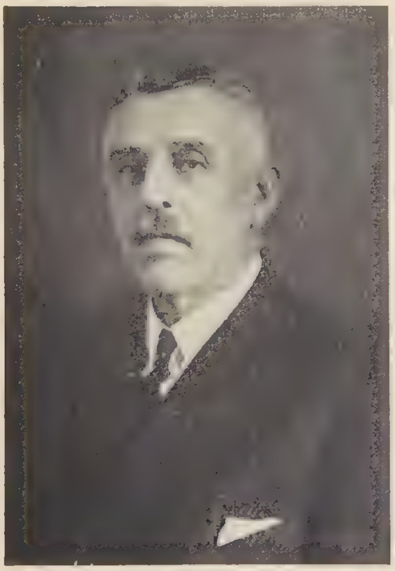
Capt. John G. Pendleton
Ship *William H. Connor*



Capt. Phineas Pendleton, 3d
Ship *Henry B. Hyde*



Capt. David H. Rivers
Ship *A. G. Ropes*



Capt. Andrew M. Ross
Ship *Henrietta*

Capt. Joseph D. Sweetser
S. S. *Dakotan*

Capt. Joseph P. Sweetser
Ship *Premier*

Capt. R. M. Tapley
Bark *St. James*

Capt. Joseph W. Wallnutt
Ship *W. R. Grace*

"Dear Captain Small.

"Most probably you have forgotten me. However I have not forgotten you nor the circumstances under which we became acquainted.

"The other evening while sitting by the fireside, smoking my pipe, I went back in imagination to that January morning in 1879 when I hurried off to Freshwater Bay to assist the Angle Coast guards in getting the crew ashore from the *Thomas M. Reed.* The whole scene passes in review before my eyes as plainly as it did on that memorable morning, from the time the rocket was fired until you were riding in the bows of the tram cart over the sand dunes to the little village of Castlemartin.

"How the waves washed over your poor ship and yourselves, hiding you for seconds from sight as we stood on the little bluff watching you. And when your mate got into the cradle, didn't we haul on that line in the fond hope of getting him on shore. But alas, we failed and when we got his poor drowned body to the side of the bluff, I shudder as I thought of how, in stooping to pick him up, my foot slipped off the rock and down I went into the sea up to my waist. Then I saw three men try to swim ashore; the excitement of securing the first man as he rose on the crest of the breaker and the joy as he was siezed and carried in. It was I who wiped the salt water out of his eyes and took the overcoat off my back to put on him. Then he was off on horseback behind a farmer to warmth and food. Then I see a mulatto reach the shore and then a poor fellow sink under the waves, unable to breast the current. Later I see you all coming hand over hand on the hawser and we hasten into the sea to help you all. I almost feel now the grip Mr. Guthrie gave my arm as I assisted him through the surf. I also picture the cabin boy who was the last to come over the hawser, being picked up by two men who were carrying him.

"I asked, 'Where is the Captain?' and a tall, elderly looking gentleman, barefooted and scantilly clothed, said, 'I was the captain, sir.' How very sorry I did feel for you as you endeavored to pick your way through the strewn wreckage lining the shore, and I gave you my arm and helped you to climb up the sand hill; and when I failed in this, called to our assistance a young man standing above us. How we got you into the car; how the horses backed, threatening to send you all down the hill until we siezed the wheels and helped the horses get a start for Castlemartin, with a little cheer. When we got to the top of the hill, it was I who gave you the information as to where you were, and pointed out St. Ann's lighthouse. 'Then,' said you, 'Milford must be close by.' 'Yes,' said I, 'It is over yonder, but out of sight,' pointing in the direction. You subsequently gave me, or rather told me, as I wrote on the back of an old envelope, the wording of a telegram to send to the ship's agent at Liverpool, and this I carried out.

"Well, after all this scene passes through my mind, I determined I would write to you and wish you a Merry Christmas. I hope this will find you and reach you in time for Christmas Day, so that my congratulations may be seasonable. I hope that you are not displeased in hearing from me. When I eat my dinner on Christmas Day, among many other absent friends, I shall not forget to drink the health and a Merry Christmas to Captain Small."

The writer of the letter was, at the time of the wreck of the *Thomas M. Reed*, a "clerk in charge" in the postal service, stationed at Angle. Subsequently failing health and impaired eyesight necessitated his applying for a pension which, on being granted, he established a small stationery business in Kidwelly.

THOMAS M. REED, No. 2

THE second *Thomas M. Reed* was considerably larger than her predecessor, her dimensions being 227 feet, by 42, by 28 feet, and her registered tonnage, 1988. She was launched from the Sewall yards at Bath, Maine, in May, 1880, and was owned by her builders during her whole sea life. Capt. A. E. Work was in command from her first voyage until 1886, completing five round voyages. Thereafter Capt. William H. Starkey had her until she met her fate.

All of the six long voyages made by the *Reed* were between North

Atlantic ports and San Francisco, coal from Liverpool comprising most of the outward passages and wheat to Great Britain all of those homeward. In 1887 she made two intermediate voyages in the coal trade between British Columbia and San Francisco. Her passages were made in rather slow time, the average of those to San Francisco from the Atlantic being 142 days, with 129 days as the fastest. From San Francisco to Great Britain the average was 126 days, the fastest being 120 days.

Prior to her destruction, the *Reed* was very fortunate in escaping mishaps, although on her passage from Liverpool to San Francisco, in 1881, she had a narrow escape from total loss. At daybreak one morning when the cook went forward to get some coal for the galley he observed smoke coming from the fore hatch. Investigation showed that a barrel of pitch had been dumped on top of the gas coal comprising the cargo and a fire started in a pan containing oil, oakum and some kindling. Fortunately the fire had gotten but little headway and was soon controlled and extinguished. The ship at the time was some two hundred miles off the Brazilian Coast, midway between Pernambuco and Rio de Janeiro, and was making bad weather in a very wild, tumultuous sea, in which no boats could have lived long had it been necessary to abandon the vessel. Seaman Scott, who had been on lookout duty at the time, was believed to have been the perpetrator of the outrage and after the arrival of the *Reed* at San Francisco, he was prosecuted and found guilty.

Singularly enough the end of the *Thomas M. Reed* was by fire. In February, 1888, she was loading coal for San Francisco in the Bramley Moore dock at Liverpool and had some 1800 tons aboard when, one night the cargo was discovered to be on fire. In spite of the efforts of the crew and the Liverpool fire department, the fire could not be controlled and the *Reed* burned in the basin and sunk. The fire was spectacular, the whole vicinity being brilliantly illuminated. The vessel was abandoned to the Dock Board. The origin of the fire was never discovered.

THRASHER

THE ship *Thrasher,* built and owned by E. & A. Sewall of Bath, Maine, was launched July 1, 1876. Her dimensions were 211:9 feet, by 39:7, by 24 feet, and registered tonnage, 1512. Although slightly larger than the ship *Reaper,* which had left the ways in the Sewall yard the preceding January, the two ships were practically sisters.

While the *Thrasher* was built for the California grain trade and appropriately named in this connection, she never appeared in the list of wheat ships. She made two passages to San Francisco, the first of which was her maiden voyage, being from Baltimore with coal in 160 days, and the second, from New York with general cargo in 118 days. On her arrival on the Pacific Coast, on both occasions, grain freights were too low for a charter to be considered by her owners and she was diverted in other directions.

After her arrival at San Francisco, in April, 1880, from New York, the *Thrasher* sailed for Nanaimo, B. C., to load back with coal. She left Nanaimo, July 15, 1880, in tow of the tugs *Etta White* and the old historic *Beaver.* When some twelve miles on her way she grounded on an uncharted rock off Gabrielo Reef. The tugs attempted to tow her clear but it was found that she was making water faster than the pumps could clear it so the effort was abandoned. A passing steamer sighted her and removed considerable of her gear after which the *H. B. M. S. Triumph* was sent to the rescue. On her arrival it was found that the *Thrasher* was under water aft and no assistance of any value could be rendered. The wreck was then sold by auction, the hull realizing $500, and the 2,600 tons of coal comprising the cargo, $50 only. Little was recovered and by the middle of the following October the wreck had gone entirely to pieces.

The rock on which the *Thrasher* was wrecked was subsequently located and charted being given the name of the unfortunate ship. No insurance had been carried by her owners and as a suit they entered against the towboats was decided in favor of the latter, their loss was heavy. Capt. Robert Bosworth of Bath, who commanded the ship during her whole sea life, owned a number of shares. Later, the Captain was master of the ship *Reaper* and after retiring from the sea, planted out an orange orchard near Highlands, Cal. From this, after a number of years of hard labor, he received a comfortable income during the rest of his life.

TRIUMPHANT

THE three skysail-yard ship *Triumphant* was built for Thayer & Lincoln of Boston, by Deacon George Thomas, at Quincy, Mass., and was launched in January, 1874. She was a three-decker, 240 feet, by 43, by 27:5 feet, and registered 2046 tons. She was the first of three ships built in the same yard, of similar model and approximately the same dimensions, her sisters being the *America* and *Red Cloud*. All were good sailers but the record of the *America* shows up more favorably than that of the others. All were built to be operated in the California trade.

With the exception of a voyage made by the *Triumphant* to Japan, in 1886, all her passages from Atlantic ports were to San Francisco. In 1878 she returned East with guano from the Peruvian deposits, otherwise all her homeward passages were from San Francisco to Europe, she having completed the Japanese voyage by crossing the Pacific to load grain. Her sailing record is good for a ship of her class, her average from New York or Liverpool to San Francisco, being 127 days, 110 days from New York the fastest. From San Francisco she made one run to Havre in 136 days, and seven, averaging 113 days, to Liverpool. Of these latter the fastest was 108 days, in 1875-1876, on which occasion she beat a dozen or so other ships among which were the *Glory of the Seas* and the fast ship *Ericsson*, a converted wooden steamer of clipper model. On Dec. 21, 1877, she left San Francisco, in ballast, for Callao; crossed the Line 11½ days out and was in latitude 30° south, on the 22nd day. Her best day's sailing was 297 miles and poorest, 119 miles. In 1887 she crossed the Line when 14 days out from San Francisco and was in latitude 28°

south, on the 23rd day, with Captain Lawrence believing he had a good chance of being up with Cape Horn in 30 days from the Golden Gate. His calculations were, however, upset by a series of calms and head winds coming on and lasting 15 days. The *Triumphant* at the time was loaded deep having something over 3,200 short tons of wheat aboard.

On several of her voyages the *Triumphant* received rough treatment from the elements, notably so on her passages from Liverpool to San Francisco in 1877 and in 1881. In the first instance, while the ship was lying to off Cape Horn, under two lower topsails, in a high sea from the southwest, with another coming from the westward, she was struck forward by a very heavy sea. The martingale was carried away, the bowsprit and foretopmast badly sprung and the parrel band of the foretopsail yard broken. It being about midnight the full extent of the damage could not be ascertained until morning when it was found that the fore and main lower masts, with the topmasts and all the corresponding yards, were badly injured, the cheeks sprung off, trestle trees racked, etc. In addition, the deck and topside seams had been opened up forward letting considerable water get below and many sails had been badly torn and chafed. The ship drifted about under a few sails on the main- and mizzenmasts, for five days, when temporary repairs were completed and a moderate easterly wind allowed her being put to her course. Under jury-rig forward she reached San Francisco, 62 days later and there was thoroughly repaired at a total cost of $33,000. New bowsprit, jibboom, fore- and mainmasts with all spars thereon, were put in, the new mainyard being 90 feet long, 24 inches in diameter in the slings. Capt. Henry Libbey was in command of the ship this voyage.

On Sept. 11, 1881, the *Triumphant* arrived at San Francisco in 182 days from Liverpool, via Port Stanley, 82 days. Capt. Thomas P. Gibbons, then in command, gave the following details of the voyage: "We crossed the equator 25 days out from Liverpool and had fine weather to latitude 41° south. Gales and head winds then ensued and continued until we were in latitude 57°, longitude 67°, when at 5 P.M., May 17th, a terrific hurricane from the northwest commenced and increased very fast. At 7 P.M. the fore- and maintopsail sheets were carried away, splitting the sails and leaving the ship under lower mizzentopsail and main spencer. At 10 P.M. the ship was struck by a terrific sea or what seemed to be a tidal wave, carrying away the foretopmast with all its attachments, the maintopgallant mast and the jibboom and knocking the ship on beam ends. Both topsail yards went through the forward house and main deck. The man on the lookout was so badly crushed that he died soon after. Continued all night to cut away the wreck and kept the pumps going. It was slow work with such a gale blowing and the ship on her beam ends, but at 6 A.M. the wreckage was gotten clear of the deck. It drifted under the ship's bottom, but to windward, and was held by the head stays. After daylight the wire stays were finally cut and sawed through, the wreckage then going clear."

The *Triumphant* then lay unmanageable for three days by which time a foreyard had been gotten ready and under a fore staysail it was managed to get the ship before the wind. Finding it useless to attempt proceeding around Cape Horn, a course was set for the Falkland Islands. The British bark *Arequipa* and the whaling bark *Mary and Susan* had bore down and offered assistance and later on the ship *Undaunted* came down to see if she could help but Captain Gibbons thought his ship was doing very well, having a maintopsail set, the crew trimming coal to right the vessel and the pumps gaining on the leak, so offers of assistance were respectfully declined. Port Stanley was made on May 25th, but finding it impossible to have permanent repairs effected there, it was determined to do all that was possible and try Cape Horn once more. All the wire that could be obtained from shore was purchased, a jury foretopmast was rigged and on June 20th the voyage was resumed. Heavy weather was thereafter encountered for 23 days until the ship got into the Pacific but the rest of the passage was uneventful.

In addition to the hard task of caring for his disabled ship, Captain Gibbons was faced with a semi-mutinous crew who demanded that the vessel be abandoned and they had to be forced to obey orders by show of arms. Finally, the work of fashioning the spars, making a whole suit of sails, and setting everything up was done at Port Stanley without assistance from shore. The *Triumphant* arrived at San Francisco in time to effect one of the best grain charters then going, £3.10 to Liverpool and made the passage thence in 120 days.

On May 19, 1887, the *Triumphant* anchored at Liverpool, 118 days out from San Francisco. During the following morning a tremendous gale sprung up from south-southwest, soon shifting to northwest, increasing in force and accompanied with rain and hail. A second anchor was let go but the ship soon commenced to drag and as no assistance came in answer to signals, she struck the Prince's Landing Stage. Her rudder was carried away, the sternpost split and other damage received. At the same time she took the bottom, bounded very hard and finally drifted inside the stage, carrying away its moorings and still pounding the bottom heavily. Finally she was towed off into deep water by three tugs but not before she had come into contact with the dock wall and had her side and quarter badly damaged. Later she was taken safely into Harrington.

Completing this voyage the *Triumphant* sailed from Liverpool on Aug. 3rd for New York, and was abandoned in latitude 42°, longitude 54°. She was then in a sinking condition, leaking badly, with cargo shifted and the pumps choked. All hands were picked up by a passing vessel.

Capt. Henry Libbey, formerly master of the ships *Sabine*, *Orion* and *Kate Prince*, took command of the *Triumphant* when new and after making four round voyages, bought the new bark *Furness Abbey*. On his momentous passage around Cape Horn in the *Triumphant*, in 1877, Captain Libbey had fallen in with the very small schooner *Feles*, when off Cape St. John. The schooner was flying distress signals and when the *Triumphant* was hove to and a boat sent to her, it was found that she belonged to Port Stanley, whither she was bound from West Falkland, with a cargo of hides and seven passengers, mostly women and children. She had been 21 days at sea, blown out of her course, with the loss of her principal sails, was leaking badly, besides being entirely out of fresh water and provisions. One woman passenger in despair had jumped overboard and drowned. The Captain had no chart and no instruments to allow him to find his position. There were 12 people in all on board the schooner, which it did not seem possible to have kept afloat much longer, but none asked to be taken off, so after Captain Libbey had supplied all their needs, including a chart, both vessels proceeded on their way. He was subsequently awarded a handsome pair of binoculars, by the British Government, in acknowledgment of his humane conduct.

Capt. Thomas P. Gibbons took the *Triumphant* from Captain Libbey, in 1878, made three round voyages in her and then took the ship *John R. Kelley*. The Captain was a native of Manchester, England, and came to the United States as cabin boy in a ship commanded by Capt. Horatio Patten, of Brunswick, Maine. At the age of 21 he was master of the bark *Clara Hargreaves* and later, for a number of years, was in the ship *Majestic*. On leaving the *Kelley*, in 1893, he purchased a coal business in Bath, which he continued until his death in 1904. On his passage to San Francisco in the *Triumphant*, 110 days from New York, the Captain reported the rather unique fact of making the Cape Horn run, 50° to 50°, in 12 days of good weather, passing the Cape proper in fog, with skysails set.

From December, 1882, until April, 1885, the *Triumphant*, in company with a large number of other ships, was laid up in San Francisco Bay, due to lack of remunerative freights offering. The commanders of many of the vessels organized a society called the Mercantile Marine Waiting Developments which held entertainments, made up boat races, and in various other ways managed to break the monotony of their long wait for better times. During this period Capt. Reuben Lawrence was appointed master of the *Triumphant* and he continued in command until the ship was lost. The Captain had previously been in the ship *Columbus* and from the *Triumphant* went to the *John Currier* in which he continued some seven years. Later he was in command of the steel ship *Acme* and died on her, in the Orient, in 1904.

UNCLE TOBY

THE ship *Uncle Toby* was built by Soule Brothers, at Freeport, Maine, and was launched in April, 1866. She was 190 feet, by 37, by 26:5 feet, and registered 1306 tons. She was owned by her builders while under the American flag and was operated in trade principally with the West Coast of South America, coal generally being her outward, and guano her return cargoes. She was the ordinary type of cargo carrier of her period and generally made rather long passages. She had a number of different commanders, one of whom was Capt. William Leavitt of Portland, Maine.

On May 10, 1877, the *Uncle Toby* was at Huanillos loading guano, with some 1900 tons aboard, nearly her complete cargo, when the great tidal wave, which followed the heavy earthquake, swept the Peruvian Coast. Many vessels were badly damaged and some were lost completely. The *Uncle Toby* was carried by the successive waves against others of the fleet at anchor in the roads and lost her jibboom with all the head gear, also having her hull so badly damaged and strained that a severe leak developed. She was towed to Callao and later was sold. She was repaired by her purchasers who renamed her *Hermann* and placed her under the flag of Costa Rica.

For several years the *Hermann* was operated in the lumber export trade on the Pacific, having many mishaps. In January, 1883, while on a passage from Puget Sound to Valparaiso, she put into Honolulu damaged and leaky and with her deck load lost. She was condemned and sold at auction for $3,700, later being repaired and resuming the coal and lumber carrying business as the Hawaiian bark *Thomas R. Foster*. On Dec. 9, 1885, she sailed from Esquimault, B. C., with 1650 tons of coal for Honolulu and the following is the report of her loss and the experiences of her crew, as given by her master, Capt. F. W. Rugg:

"We left Esquimault on the night of December 9th and on the afternoon of the 10th took a southwest gale off Cape Flattery; ship commenced making water. On the 14th it was found necessary to put all hands on the pumps. By steadily pumping for 24 hours we managed to keep the water down; after that the leak increased. I then came to the conclusion to run the ship before the gale for Cape Flattery. On the 16th we sighted the Cape; when distant 20 miles the wind left us and in the afternoon it commenced blowing a gale from E.N.E. I then headed the ship to the northward, trying to make the shore of Vancouver Island, the ship having then six feet of water in the hold. On the 17th, finding the ship laboring badly, the water increasing, and fearing the deck would break in, kept her off. On the 18th sighted land and breakers which proved to be about eight miles east of Cape Cook.

"I then headed the ship for the smoothest part to ground her and ran her in between two rocks and she took ground. She then had between 12 and 13 feet of water in the hold. Our two large boats were stove in while attempting to launch them but we made three trips in the small boat and landed all hands in safety. We saved a small quantity of food and lived 22 days on the rocks on mussels and seaweed when the Indians came and took us to their camp, eight miles from Kyuoquot. The Indians gave us all they could but they did not tell us that eight miles distant from their camp there was a store and a good priest named Nicolaye. The Indians wanted to retain our crew to build houses for them but after keeping them nine days, they went to the village bringing back Father Nicolaye who took all hands to his village and gave us the school room to live in. We subsisted on the best to be had, thanks to the good father, who begged blankets from the Indians and stinted himself of provisions so that we could have more. We were 42 days at Kyuoquot when the British revenue cutter *Douglass* was seen coasting and for fear she would pass us, we sent a canoe to intercept her. She anchored and we were all taken on board and to Victoria."

A prior ship *Uncle Toby* had been built by Soule Brothers, at Freeport, in 1853. She was 1144 tons register, the largest ship built by the Soule firm up to that time and her first master was Capt. E. C. Soule. This ship arrived at New York in March, 1862, under command of Captain Bacon, in ballast from Havre, and then went out to the River Plate. On July 31, 1862, she was lost on the English Bank at the mouth of the river but all hands were saved and reached Rio Grande some five days later. The *Uncle Toby*, water-logged, was subsequently towed into Montevideo by the U. S. steamer *Pulaski* and later was sold at auction for $11,500.

UNDAUNTED

THE *Undaunted* was built by E. & A. Sewall at Bath, Maine, and was launched in November, 1869. She was 207:3, by 41:1, by 27:8 feet, and registered 1722 tons. Originally a three skysail-yard ship, she passed her final ten years bark rigged.

On her maiden voyage the *Undaunted* crossed the Atlantic to Liverpool; then took coal from Cardiff to Montevideo, thence going in ballast to the West Coast where she loaded guano at Guanape for Valencia, Spain. From that time until 1894 she was engaged in trade with California or ports in the Far East, most of her voyages, however, being to San Francisco. On one occasion she loaded 2500 tons of wheat at Geelong, Australia, and being the largest ship that had ever loaded there she attracted much attention. After her purchase by San Francisco parties, in 1894, she was employed carrying lumber from Puget Sound to China, Australia and South Africa and on two occasions took such cargo to the Atlantic. Her passages were generally of average length, her fastest run to San Francisco from the Atlantic being 122 days. East bound, from the Pacific Coast, she has to her credit one run to Liverpool in 104 days; one to New York in 111 days and one to Havre in 112 days.

The *Undaunted* was a very staunch ship and prior to her final loss had met with only a few minor mishaps at sea. On the passage from Philadelphia to San Francisco in 1893, she was caught off Cape Horn in a gale which increased to hurricane force, lasting seventy-two hours, but passed through the ordeal without other damage than having the doors of the forward house stove in, etc. The ship was at times almost totally immersed, with everything as high as the lower yards encased in ice. The braces and running gear were frozen fast in the blocks making it impossible to work the ship and all hands suffered severely from frost bite. The ship was tight and made no more than the usual amount of water.

In May, 1891, the *Undaunted* arrived at Rio de Janeiro from Cardiff, with her crew of 22 young seamen in fine health but within a short time 18 of them were ashore in the yellow fever hospital and of these the chief mate and three seamen died. After a detention of ten weeks the ship left Rio for San Francisco and had a hard voyage. Captain Lewis was 49 days from 50° to 50° in what he said was the worst weather he had ever met in 20 passages around the Cape. However, on his following passage in the ship, which was from San Francisco to Falmouth, he said that he had never met with so much calm weather on one run. He was 56 days from Cape Horn to the Line in the Atlantic and his whole time to Falmouth was 157 days.

In March, 1894, while the *Undaunted* was proceeding to sea from San Francisco, grain laden for Queenstown, she struck on the bar and began leaking badly. She put back to port and after a survey was sold to W. A. Boole for $6,000. She was thoroughly repaired at a cost of $15,000 and under her new ownership was successful until April, 1903, when she left Baltimore with coal for San Francisco. Not long after sailing she encountered a hurricane and while she did not lose any spars her hull was badly strained and she sprung aleak. Captain Davidson then put back to Hampton Roads and off the port a tug came along whose captain, sensing that something was wrong with the ship and not accepting Captain Davidson's statement to the contrary, held out for $1,000 for the few hours' tow into the harbor. The $250 offered was rejected, so the ship was headed offshore for the night and sailed into port the next morning much to the chagrin of the towboat men. The ship *Clarence S. Bement* was chartered to take forward the cargo of the *Undaunted*. This had been originally loaded in very dry weather but on being transferred was found to be so hot that the men could only stand on it for short periods at a time. However, it was believed that the airing it was getting in being moved would make it a safe cargo but this proved to be an erroneous conclusion for when the *Bement* was near Cape Horn, smoke was seen coming from the hatches. A course was steered for the Falkland Islands and the ship was wrecked when making port.

After the *Undaunted* had been discharged at Hampton Roads she was surveyed and condemned. On being offered for sale she was purchased by Lewis Luckenbach who converted her into a coal barge. She foundered Dec. 26, 1913, off Forked River, New Jersey, taking down her crew of five men.

For the first ten years of her career the *Undaunted* was commanded by Capt. S. B. Dinsmore, later master of the ship *Chesebrough.* Capt. Joseph P. Hamilton succeeded Captain Dinsmore and was in the *Undaunted* some nine years. He died while in command of the big ship *Roanoke.* Capt. William T. Lewis was the third master of the *Undaunted* and was in command some eight years. Captain Lewis was born in Canada, in 1844, and went to sea at the age of 14. He first came to the Pacific Coast in 1880 and on his voyages was always accompanied by his wife. In 1898 he took command of the ship *Kennebeck* and three years later had charge of W. A. Boole's shipyard at Alameda. Later, he was Port Captain for Hind, Rolph & Co. of San Francisco and one of their large ships was named in his honor.

Captain Lewis was succeeded in the *Undaunted* by Capt. Henry Olsen who, two years later, took the ship *St. Nicholas.* On his first trip in that ship to Alaska he was poisoned by eating mussels and died. The fifth and last commander of the *Undaunted* was Capt. James Davidson, a native of Dundee. In 1863, at the age of 13, Davidson began sea life in the British merchant service but soon joined the British Navy and was in the *Rodney* at Japan when the ports of that country were opened to foreign trade. In 1873 he began sailing on the North West Pacific Coast in the barkentine *Constitution* and later, for some six years, was mate of the bark *Columbia,* being also her master while Capt. John W. Balch made a voyage to Europe in the ship *Ericsson.* Later commands of Captain Davidson were the ships *Valley Forge,* the *Commodore* in which he was wrecked in 1897, the *Wachusett,* and the *Emily Reed.* The Captain, who is still living in San Francisco, was always accompanied on his voyages by his wife who passed away a year ago at the advanced age of 78 years.

UNITED STATES

THE ship *United States* was launched from the yard of John Currier, Jr., at Newburyport, Mass., in December, 1866. Her dimensions were 197 feet, by 36, by 24 feet, and registered tonnage, 1246. She was a fine ship in all respects and when about ready to be launched, Charles Lunt, a Newburyport merchant, asked her builder if she was to be sold. "Yes," replied Mr. Currier, "but she will cost you $100,000." "I'll take her," was Mr. Lunt's response, and he did so, putting his nephew Capt. George Lunt in command, and the latter continued in the ship as master during her whole sea life.

The *United States* made several guano voyages, two passages from Atlantic ports to San Francisco and a number from Liverpool or Cardiff to the Far East. She was a successful ship until she met her fate after ten years of service.

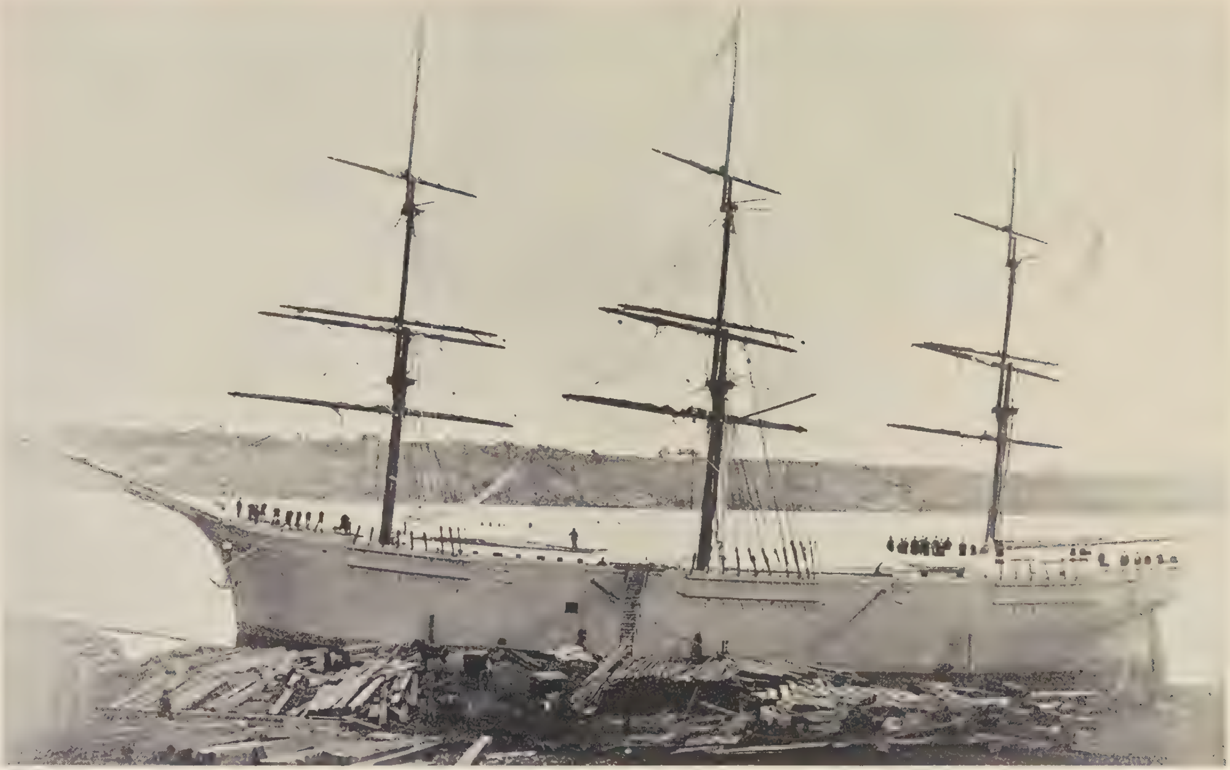
On Sept. 17, 1876, while the *United States* was 30 to 40 miles southeast of Cape Horn, bound from Liverpool to San Francisco with coal, her cargo was discovered to be on fire. In spite of everything being done to control it, both by smothering and by pumping in large quantities of sea water, the fire gained headway and on the 18th the hatches were blown off by the great accumulation of gas. The British ship *Yarmouth*, then in sight, bore down and rescued the crew of the ill-fated *United States* which before long became a mass of flames fore and aft. Her crew was landed at Callao, from whence Captain Lunt went home by way of Panama. The burned ship was valued at about $50,000 at the time of the disaster.

VALLEY FORGE

THE ship *Valley Forge* was built by William Bradstreet, at Pittston, Maine, in 1862, for his own account, and hailed from Gardiner, Maine. She was 187 feet, by 37:6, by 24 feet, and registered 1226 tons. She crossed three royal yards and in her prime, set studding sails up to the fore- and maintopgallants. She was always well kept up and her appearance caused favorable comment. Most of her masters owned shares in her and were proud of their command.

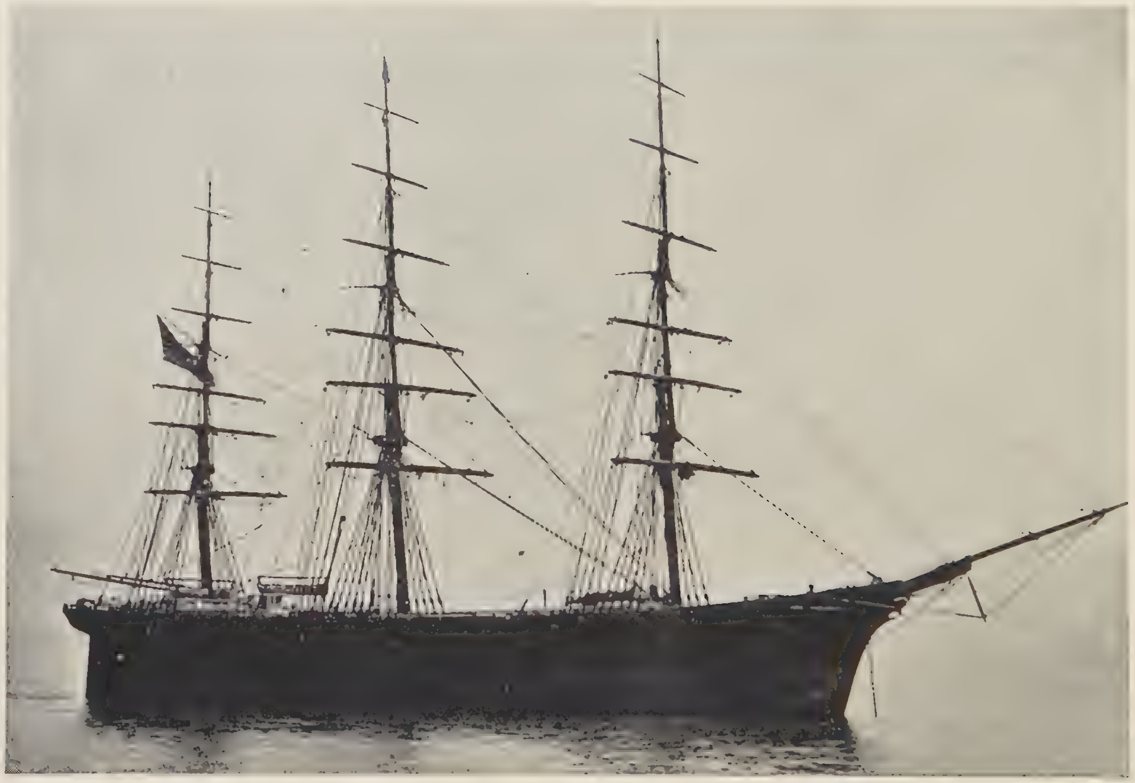
For some 20 years the *Valley Forge* was engaged as a general carrier but was principally in the coal or guano trade. She could load as high as 1900 tons on long-distance voyages and made her passages in fair average time. In 1881, after her arrival on the Pacific Coast from the Orient, she was purchased by C. L. Dingley & Co. of San Francisco and for some ten years was operated in the Pacific, principally in the coastwise lumber and coal trade. She made her last voyage about 1891, then being laid up on the San Francisco mud flats. Some three years later, when worn out and with the tide ebbing and flowing through her hull, she was sold to ship breakers for the small sum of $250. Capt. James Davidson, who was her last regular master and who owned an interest in her, had previously tried to present her, as a gift, to friends, but no one wanted her.

Among the commanders of the *Valley Forge*, during her early career, was Capt. John B. Emerson, whose record as a shipmaster is contained in the account of the *Eliza McNeil*. Captain Emerson was in the *Old Valley*, as she was familiarly called, on two different occasions. In December, 1867, he left Fortress Monroe in her with a cargo of coal consigned to the Pacific Mail Steamship Company at Yokohama. He was accompanied by his bride, the daughter of Samuel Watts of Thomaston. The passage was long and tedious, 192 days, and Mrs. Emerson, accustomed to the cold climate of Maine, felt the excessive heat of the tropics and was very ill when the ship arrived at Yokohama. Captain Emerson put his chief officer, Mr. George H. Ferguson, in charge of the ship, and with his wife proceeded to San Francisco by steamer, but she died not long after they



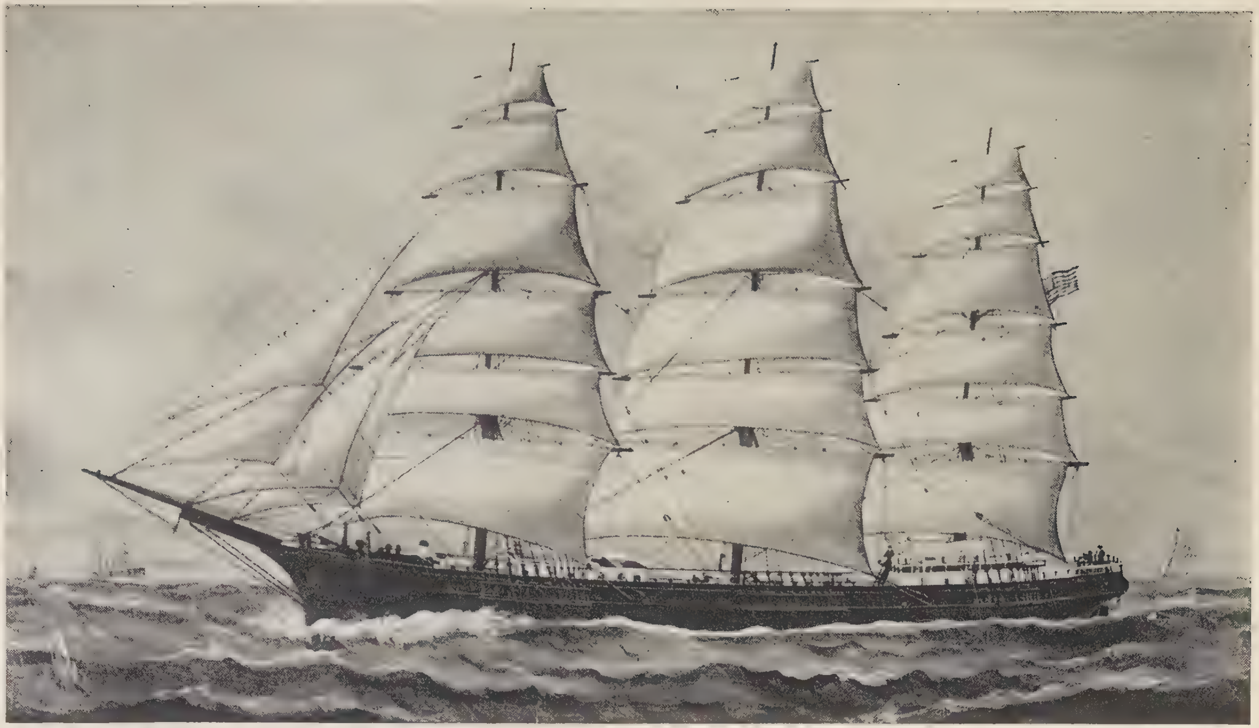
"THOMAS M. REED," NO. I, 1475 TONS, BUILT AT BATH, MAINE, IN 1877

From a photograph showing her ready to leave Bath on her maiden voyage
Courtesy Edward S. Clark

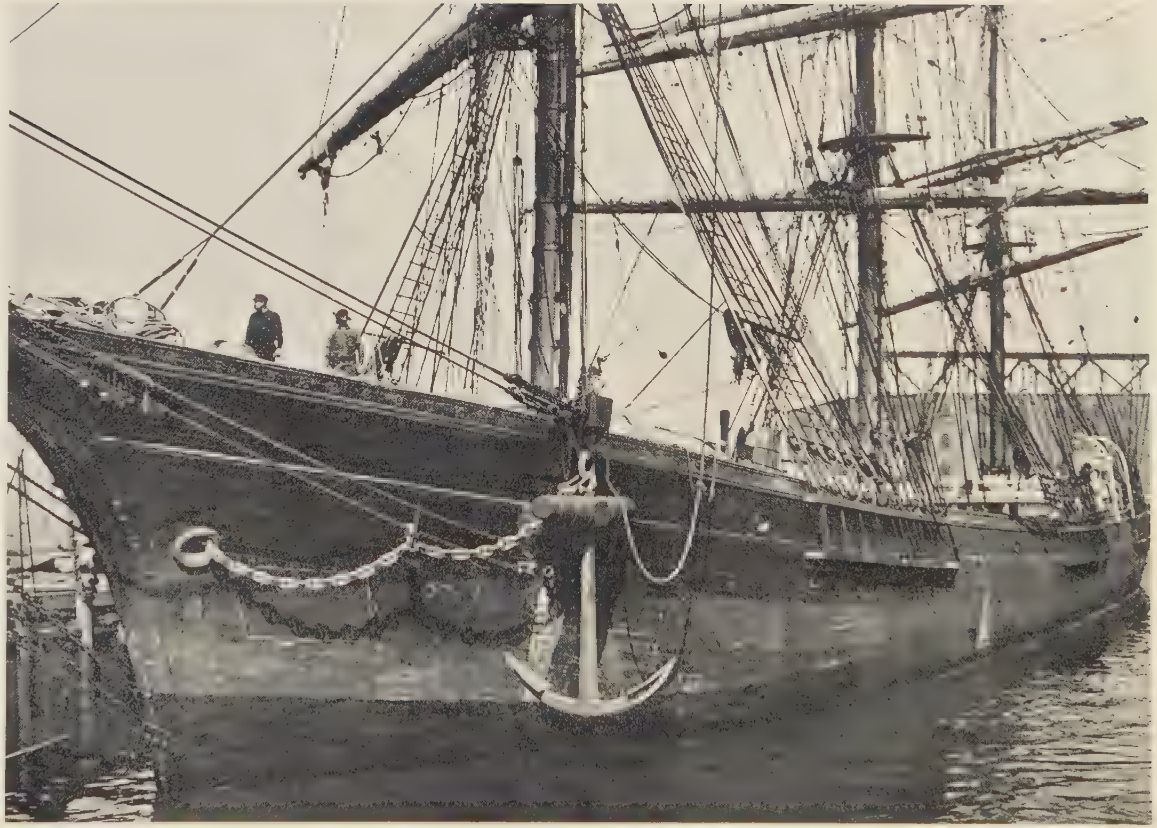


"TRIUMPHANT," 2046 TONS, BUILT AT QUINCY, MASS., IN 1874

From a photograph showing her at anchor in San Francisco Bay. Courtesy Edward S. Clark



"W. F. BABCOCK," 2028 TONS, BUILT AT BATH, MAINE, IN 1882



"W. F. BABCOCK," 2028 TONS, BUILT AT BATH, MAINE, IN 1882

Copyrighted photograph by Edwin Levick. Courtesy Edward S. Clark arrived. Capt. A. C. Berry was sent out from the East, to take command of the ship which had also crossed from Yokohama to San Francisco. Thereafter, a number of different masters succeeded including Captain Emerson, a second time, and Capts. George L. Carney, J. N. Wood and J. T. Woodberry. The latter died shortly after the arrival of the *Valley Forge* at New York, in November, 1880, from Manila. He was aged 63 years and was well known in the California trade, having been a number of years master of the ship *Norway*.

VENTUS

THE ship *Ventus* was described as a fine vessel, built by Stetson, Gerry & Co., at Thomaston, Maine, and was launched in September, 1868. She was 183 feet, by 38, by 24 feet, and of 1242 tons register. For a time she was owned by her builders but later her managing owners appear as Snow & Burgess of New York. During most of her career she was commanded by Capts. Ambrose Vesper and James S. Theobald. A Captain Clift was master when she was lost.

The *Ventus* was operated to a considerable extent with the East and West Coasts of South America, carrying coal and guano. She made but two voyages to the North Pacific Coast, one being to San Francisco from Philadelphia and the other to Tacoma from New York. The latter was made in 1877 the ship taking out railroad iron and it was said at the time that she was the first vessel to arrive in Puget Sound with a full cargo from an American-Atlantic port. The passages of the *Ventus* were made in fair average time.

On Oct. 15, 1881, the *Ventus*, while bound to Liverpool from Singapore, stranded on the Button, Straits of Sunda, near Anjer, and became a total loss. The weather was calm, the water too deep for anchoring and she was set ashore by the current.

VIGILANT

THE ship *Vigilant* was built by Nathaniel L. Thompson, at Kennebunk, Maine, for Thayer & Lincoln of Boston, and was launched in October, 1877. She was 224 feet, by 40, by 28 feet, and registered 1723 tons. She had two laid-decks and beams for a second between-deck. She was a large carrier, loading close to 2400 long tons of wheat or 3100 tons of East India raw sugar in bags. She was one of the noted ships of her time having a handsome model, a beautiful sheer and with her three skysail yards and the foremast set well forward and a rather short bowsprit and jibboom, presented a particularly smart and jaunty appearance.

The *Vigilant* had quite sharp entrance lines and to the eye appeared to have a perfect run but as a matter of fact she was too sharp, aft, and in heavy weather would dip her lee counter under and nearly swamp the poop. With a cargo of wheat she needed some 300 tons of dead weight as she was very tender. Captain Gould, who was in command nearly ten years, writes that the only time he could keep her on her bottom was when she had a cargo of East India raw sugar in bags. Each tier of this was tamped by being rolled over with a cask full of stones the ship thus getting some 2500 tons in the hold and the lower between-decks and some 600 tons in the upper between-decks.

The *Vigilant* was employed almost exclusively in trade with the the Far East although early in her career she made two Cape Horn passages to San Francisco, being 118 days from New York on the first and 122 days from Liverpool on the second. On the latter occasion she made the run up the Pacific from latitude 50° south, in 41 days. Her passages from San Francisco to the Atlantic numbered three, all made in very good time; two being to Liverpool in 108 and 114 days and one to Havre in 117 days. Throughout her whole career she had the reputation of being a fast sailer but unfortunately it has been found impossible to get details of the voyages she made to or from the Far East. Captain Gould says that in light or moderate winds nothing ever passed her at sea, but in strong winds she had to be nursed. On running, easting down, with the winds of the quarter, she could easily reel off 13 knots or more. On one occasion, while homeward bound and off the Capes of the Chesapeake, she fell in with a fleet of four-, five-, and six-masted schooners, all beating up the coast. At dark, the *Vigilant* anchored off the Scotland Lightship but all the schooners were hull-down, to leeward.

In 1899, the *Vigilant*, under command of Capt. George D. Morrison, took a cargo of coal from Norfolk to Manila, for Admiral Dewey's fleet, reaching port with the cargo on fire. The ship was scuttled but was later floated. The cargo was discharged and the ship sold and converted into a hulk for the storage of kerosene and possibly so continues.

The first commander of the *Vigilant* was Capt. John C. Ross, an old shipmaster in the employ of Thayer & Lincoln, who later took their new ship *Jairus B. Lincoln*. Capt. William H. Gould of Kennebunkport, went to sea at the age of 16. His first command was the ship *Alice Vennard*, which was condemned at Montevideo in 1874. He then took the bark *Eva H. Fisk* and when she was sold went in the *Vigilant*. Later, he was master of the ship *Mary L. Stone* and following her loss on the coast of Formosa, bought into and commanded the ship *Challenger*. When she was sold, the Captain sailed in large schooners on the Atlantic until 1920 when he retired from the sea and is still living at Kennebunkport. For many years he was accompanied on his voyages by his wife and while the *Eva H. Fisk* was in port, at Iquique, a daughter was born to them who became the wife of Capt. Robert M. Tapley, for many years master of the bark *St. James* and later commander of American-Hawaiian Steamship Company's steamers.

VOLUNTEER

THE ship *Volunteer* was built by E. & H. O. Briggs, at South Boston, Mass., for W. F. Weld & Co., and was launched in September, 1863. She was 184 feet, by 36, by 22 feet, and registered 1041 tons. In 1874, following her arrival at New York from the West

Coast of Mexico, in charge of her mate, Captain Walker having died on the passage, she was sold to Geyer & Wilkins, for $43,750, and went under the German flag as the *Baltimore* of Bremen.

With the exception of one voyage to Japan and two returns from San Francisco, by way of Manila and Queenstown, respectively, the *Volunteer*, while an American ship, was employed in trade between New York or Boston and San Francisco or the West Coast of Mexico, where most of her homeward cargoes consisted of dye woods loaded on owners' account. She was a good, comfortable ship and made average passages. In 1868 while bound from New York to San Francisco, she was forced to put into Rio de Janeiro to effect repairs to her rudder and expenses incident to this amounted to $8,000. On entering the port of San Francisco in November, 1865, she shipped three heavy seas while crossing the bar, the cabin being stove and its contents washed out, and later, while carrying on to work offshore, a number of sails were blown away.

Among the commanders of the *Volunteer* were Capt. A. Simpson who was master some three years; Capt. George S. Chase, one voyage; Capt. S. Hutchinson, four years.

In February, 1897, the German ship *Baltimore*, bound from London to New York, foundered at sea. The crew was rescued by a passing steamer and landed at St. Vincent.

A bark named *Volunteer*, owned by Gilmore, Kingsbury & Co., and hailing from Boston, sailed from Norfolk, Va., Nov. 15, 1871, for Marsala, Sicily, with a cargo of barrel staves. Capt. Joseph C. Field of Searsport, was in command; Frank P. Whittier and William Sullivan, of the same place, were first and second mates, respectively. In all there were 10 persons in the ship's company. The vessel was abandoned, water-logged, on December 13th and the following account of the experiences of her crew is from a letter written by Mr. Whittier to his mother and recently found among her effects. It was started on Dec. 18, 1871, on board the brig *Santa Rosa*, and completed after her arrival at Amsterdam:

"I sent a letter ashore by the pilot November 15th, the day we went to sea. We had variable winds mostly from the east and northeast, strong, until the 24th when it came on to blow from the northwest a heavy gale with a tremendous sea. We were steering eastsoutheast so we did not feel it so much. We were running under close reefed topsails, foretopmast staysail and reefed foresail until 4 P.M. On the 26th. we had just got the sun; it had been my afternoon watch below and I was writing the log before going on deck when the second mate notified me that the windlass deck was full of water and the scuppers were under water all the time so that none could run off, the ship having a poop deck and the windlass being under the main deck. The captain and I then went on deck and had the foretopsail and foresail taken in and the ship hove to but she dipped the flying jibboom under every sea. We then tried to get her before the wind again by setting the foretopsail and foresail but it was no use; she would not fall off and an hour later, at 5 P.M., she was full of water and every sea was sweeping the deck. We then cut away the maintopmast to keep her from rolling over and when it went it took the mainmast off at the eyes of the rigging, the mizzentopmast in the cap, and the port yard arm of the foretopsail yard. We then went into the mizzen rigging where we stayed most of the time for 48 hours. There were ten of us all told, eight white and two black men. Our stores were all in the cabin and lazerette and the fresh water in the between decks right under the main deck — seven casks, one tier, right across the ship — and the spare sails and one barrel of beef were stowed on top of them. The water had not been bunged up so of course we lost it all. The next morning there was not a sign of anything in the cabin and the bulwarks were washed away. The third day the sea went down some and we got the barrel of beef from between decks and part of a foretopsail to make a shelter. The morning of the fourth day we got a rain squall and we all got a good drink but could not save any. That day it came on to blow again and washed the topgallant forecastle and other houses away. We were then all in the fore-top. The fifth day we got about a spoonful of water each and that day we lost the jibboom and foretopgallant mast. The morning of the seventh day the black boy was missing — the night before he was sitting on the foreyard. On the eighth morning, before daylight, a vessel passed but did not see us. The ninth day we got a little more water. The tenth, saw another sail. We dare not eat much raw salt beef on account of thirst. On the twelfth day the cook died for want of food and drink. On the thirteenth day we buried the cook and saw another sail. On the fourteenth, got plenty of water and saved a little. From then until the seventeenth day we failed quite fast. The night of the sixteenth day we had rain all night but had no chance to save any or to catch any except to suck it through a piece of canvas. It was an awful night, I can assure you. On the seventeenth day, when our hopes were gone completely, we saw a sail about 2 P.M. and at 4 P.M. we were safely on board the brig *Santa Rosa*, of and for Amsterdam, from Curacoa, where we now are. We had drifted 186 miles in the 17 days. When we got on board the brig none of us could stand up without holding on to something but we are now getting along finely. I am all right with the exception of my feet which are badly swollen, and my wrists which have salt water boils; in other ways I feel as well as ever. They treat us like princes on board — nothing is too good for us. The 13th of December will long be remembered by us with gratitude. But it is 8 bells and I will stop writing for to-day.

"Dec. 18th. I will finish this letter in the form of a daily journal. We are having very fine weather for the season. The wind is S.W., light. The *Santa Rosa* is very fast and a fine sea boat. . . . We are on board in all, 27; 10 in her crew — 9 soldiers returning home to Holland and 8 in our crowd. At noon today we were in 42:05 and 31:52. I hope two weeks more will see us in Amsterdam. Every morning for breakfast we have boiled pearl barley with butter and sugar, which is very nice, and hard bread, butter and cheese with perhaps a little ham or sausage at nine o'clock. At 12, a cup of coffee. At 2 P.M. dinner. At 3, a cup of tea. At 8, supper, which is hard bread, butter and cheese with coffee. Our dinner today was chicken soup and boiled beans — something like cranberry beans which they eat with pork fat and scraps and raw onions. They never drink anything at dinner and at breakfast, coffee is brought on last. You should see us eat. I eat enough for three hearty men and count the hours between the meals. I tell you if I were at home I would eat ⅞ths of the time. It is now 4 o'clock and the sun sets in half an hour. I will now sleep until supper time.

"Dec. 20. This day comes in with light S.E. winds and rain, the wind gradually hauling to the south'ard. Now, 3:50 P.M., it is S.W., moderate — topmast and lower studding sails set, Dinner, the great event of the day, is over. It was duff and beef, potatoes and endive (a kind of sour-krout made of lettuce in place of cabbage). It is just a week today since we were taken off the wreck; quite a difference in my feelings, I can assure you. I feel first rate today — the best day I have had yet. Am improving fast, thanks to the kind treatment received.

"Dec. 21. We are getting along nobly, averaging 10 knots all day. At 8 A.M. carried away the jibboom short off at the cap and are now splicing it. Dinner today — chicken soup and boiled black peas. After dinner Capt. Field and I played a game of muggins and now I will smoke a cigar, of which I have had many given me, and then sleep until supper time.

"Dec. 22. Fine weather — good breeze — ship averaging 8 knots — wind N.W. This morning they sent out the jibboom and set the main jibstay upon the flying jib hole. Today being Friday we had stockfish for dinner and what they call 'nun' soup, made of barley, prunes and raisins — no meat or fat except butter, being allowed. I suppose you know what stockfish are — they are almost the same as codfish but are dried fresh and are like a stick of wood but I like them better than salt cod. If the wind holds this way we will spend New Years in Amsterdam.

"Dec. 23. All this day, light winds — weather inclined to be foggy — average speed, 5 knots — all sails set, studding sails, etc. — wind west. Dinner today — pea soup; boiled pork sausage; endive; potatoes. I am gaining fast — feel first rate all the time but am not strong — have another boil coming on arm.

"Dec. 24. All day have had calm weather with much rain and heavy sea — she has averaged not over three knots but is now going seven with wind W.N.W. Dinner — beef, potatoes, duff, chicken soup finishing with a glass of claret. It is 4 P.M. and so dark that I must close. Arm pains much.

"Dec. 25. Merry Christmas to you all. My arm is very lame. Very fine weather; in fact too fine. Dinner — pea soup, fresh beef, potatoes and string beans. Saw an ocean steamer last night and a bark and a ship today, all bound west.

"Dec. 26. Doing finely — going 10 knots all night — wind S.W. — thick weather and heavy sea. We are now on soundings. Saw eight vessels this 24 hours. At noon were 54 miles from the Scillys. Are now under single reefed topsails and reefed mainsail. Dinner — black beans, chicken soup, salt beef and potatoes. It is getting quite cool now. If this wind holds we will be in port the 31st.

"Dec. 27. At 6 A.M. made Start Point and are now running up the English Channel at eight knots with topgallants set — wind west. This morning a big ship carried away her maintopsail yard in a squall, close to us. She is now out of sight astern — the *Santa Rosa* beats them all. My arm is about the same, many boils. Dinner today the same as a week ago except for boiled onions instead of endive.

"Dec. 28. Wind S. by W., strong — weather clear; at 8 A.M. took pilot off Dungeness. If the wind holds we should be across the North Sea by daylight. I don't know what kind of a place Nieu Diep is but the pilot says there is an American consul there. An American ship went ashore last week and the consul has all her crew on his hands. I expect he will send us to England to get a ship. I shall try to get a chance to go south as I shall require less clothes. I must be home by May, however, to go with Capt. Field if he gets that bark. My arm is a little better and I feel first rate but I cant get on my boots yet. I think I told you I saved nothing from the wreck but the clothes I wore but am thankful I was spared to live.

"Dec. 29. 7.30 A.M., anchor down at Nieu Diep.

"Dec. 30. Ashore at last. Slept in a bed for the first time in over a month. I have got one suit of clothes and am to have another change from the consul. The ship I spoke of as going ashore was the *Gen. Chamberlain* of Bath, from Callao for Hamburg — she broke up. Her captain, his wife, daughter and son, as also the mate, are here;

the crew was sent to Antwerp. The captain and mate got $50 worth of clothing from the consul and I suppose we shall have the same. We are at a hotel and live first rate. Have not seen the consul yet but am told that he is a very fine man.

"Jan'y 1, 1872. Dear Father, Mother and Brothers. I wish you all a happy New Year. Think I will start for Liverpool the last of the week and if I dont get a ship there, will go home by steam. Am improving fast. Have got a suit of clothes — an overcoat — a cap — two suits of under clothing and a pair of shoes."

The writer of the above letter was living in North Berwick, Maine, at a recent date. After returning to the United States in 1872, he joined the ship *Andrew Jackson* as mate, his former superior officer Capt. Joseph C. Field being master. In later years, as Capt. Frank P. Whittier, he commanded several barks, brigs and large schooners. Capt. Joseph C. Field commanded the bark *Henry Buck* after giving up the *Andrew Jackson* and while master of the *Buck* was drowned at Sydney, in 1875, by falling overboard from a coastwise steamer.

VOYAGER

THE ship *Voyager* was built at Damariscotta, Maine, and was launched in October, 1874. She was 195 feet, by 39, by 24:2 feet, and registered 1356 tons. She was managed by Carver & Barnes of New York and during her short career was commanded by Capt. Charles A. Chase of Newburyport, who had previously been master of the ship *Radiant*.

On her maiden voyage the *Voyager* arrived at San Francisco in 1875, 139 days from New York and then took wheat to Liverpool in 125 days. Returning direct to San Francisco with coal, she made the run in 144 days, again going back with wheat in 131 days. Later she crossed the Atlantic to New York.

On Feb. 7, 1878, the *Voyager* sailed from New York for Bristol and was never thereafter heard from.

W. F. BABCOCK

THE *W. F. Babcock* was a three skysail-yard ship built by Arthur Sewall & Co. at Bath, Maine, and launched in November, 1882. She was 240:8 feet, by 43:8, by 28 feet, and registered 2028 tons. She was one of the most prominent American sailing ships of her time and was named after William F. Babcock, one of San Francisco's most important shipping merchants who had gone to that city in 1852 as agent for Commodore Vanderbilt's Nicaragua line of steamers running in opposition to the Pacific Mail Steamship Co.

For the first 25 years of her career the *W. F. Babcock* was owned by her builders and during that period made 20 passages from North Atlantic ports. Of these 13 were to San Francisco; three to Honolulu; two to Japan; and one each to Acapulco and Puget Sound. Returning East, ten passages were made from San Francisco; five from Honolulu and four from Puget Sound. On two voyages to San Francisco the *Babcock* was in trouble, once being obliged to put back from Cape Horn to Montevideo. The average of the other 11 is 138 days, the fastest being 122 days and slowest 152 days. On one passage from San Francisco to New York, very heavy weather was met with, the chief officer and three of the crew being badly injured and the ship considerably damaged. The voyage occupied 150 days, while the ship *John Ena*, going over the course about the same period, took only 105 days. The average of the other runs of the *Babcock*, from San Francisco to North Atlantic ports, is 117 days, four of which were made in 109, 111, 111, and 114 days, and the slowest, in 136 days. Four passages from Honolulu to New York, or the Delaware Breakwater, were made in 113, 92, 112, and 130 days, showing a good average. On the last of these she left the Islands at about the same time as the ship *I. F. Chapman* and bark *St. Katherine*, a purse of $1,000 being made up by the captains of the vessels to go to the one making the fastest run. They all reached port the same day, the *St. Katherine* winning the stake, her time from Hilo being 121 days, three days shorter than that of the *Chapman*, which was second in the race.

The passage made by the *Babcock*, to Acapulco, was from Cardiff in 1887 and took 112 days, excellent time. On one of her runs to San Francisco she sighted the California Coast in 16 days from the Equator, and 40 days from latitude 50° south, Pacific. On her fastest run from San Francisco she left port in company with the British ship *Clan McKenzie* and was 109 days to Liverpool, the *McKenzie* being 107 days to Falmouth. The following year the *Babcock* beat the *McKenzie* 13 days on the run to Havre. In 1885 the *Babcock* passed Corvo, the northernmost of the Azores Islands, on the 96th day from San Francisco and apparently had excellent prospects for completing a very fine passage, but strong easterly winds and gales were then encountered and 21 additional days were taken to make Liverpool.

On Jan. 13, 1889, the *Babcock* sailed from San Francisco under command of Capt. James F. Murphy and three hours later the Captain's brother, Eben L. Murphy, left in the *George Stetson*, their respective destinations being Falmouth and Queenstown. The *Babcock* reached her port three days in the lead and was ordered to Antwerp to discharge. The *Stetson* discharged at Liverpool with good dispatch and then crossed to Baltimore in 40 days. The *Babcock* was detained at Antwerp, then going to Baltimore in 43 days and arriving two days after the *Stetson* had passed out by Cape Henry on her way to San Francisco. The *Babcock* also loaded for the same port and took her departure 26 days after her rival. Both ships arrived at their common destination the same day and a warm dispute arose as to which Captain Murphy should be called the victor on the voyage from San Francisco and return. An arbitrator was chosen and his decision was in favor of Capt. Eben Murphy of the *Stetson*, although her actual sailing time was 26 days greater than that of the *Babcock*.

The *Babcock* had many mishaps during the course of her career, the first being at the start of her maiden voyage. While proceeding to sea on Jan. 1, 1883, with 3320 tons of coal aboard and drawing 23 feet, 10 inches, she took the ground while towing down the Delaware and five tugs were unable to move her after a day's work. The following day two ice boats were called to assist and after a hard pull she was dragged into deep water. She was uninjured and then proceeded to sea.

On her passage of 153 days from Baltimore to San Francisco, in 1904, the *Babcock* encountered very heavy weather in the South Atlantic; lost sails and rigging, the hatches were torn away and the cargo shifted. Before reaching her destination she was detained 14 days in a dead calm off the coast of Lower California. The return portion of this voyage was also disastrous. She loaded timber at Port Blakeley, Washington, for Boston and when 147 days out put into Bermuda with cargo shifted and the ship's rudder broken. A tug was sent out and she was towed to Boston. On the following outward voyage she was again in difficulties. Off Cape Horn she suffered considerable damage; the rigging was iced up at different times and several of the crew were incapacitated from frostbite. Captain Moxen was ill and the ship put back to Montevideo, where the chief mate, J. B. Severn, took charge and completed the voyage. The ship made the California Coast some 30 miles south of the Golden Gate and word was sent to San Francisco, by a passing steamer, for a tug to be sent down to tow her up, which was done. The passage from Montevideo took 111 days.

The run of the *Babcock* from Baltimore to San Francisco was 172 days she having a long spell of adverse winds in the North Atlantic and then continuous head gales to Cape Horn, which was not made until the 89th day out. Off the Cape, very heavy weather was experienced and for 20 days in one stretch, the ship was unmanageable due to the rigging being encased in ice. Both topsail yards on the mainmast and the cross jack yard were carried away.

In 1910 the *Babcock* left Puget Sound for South Africa and was forced to put into Honolulu to repair her broken rudder. In the South Pacific she was thrown on beam ends, losing the deck load and having her hull badly strained. The foreyard and upper foretopsail yard were carried away and other damage received before the gale blew out three days later. The ship was forced to put into Sydney for repairs.

While the *Babcock* was just north of the Line in the Atlantic, bound to San Francisco in 1906, two large waterspouts, one about 50 feet in diameter, came dangerously near the ship. All sails were taken in as a matter of precaution and a couple of shots were fired from a rifle at the large spout which then burst with a deluge of water. On one occasion chief officer H. W. Patten had a narrow escape from drowning. The ship was bound from British Columbia to San Francisco, when he was washed overboard from the main deck during a heavy gale with a high, confused sea. He, however, managed to catch hold of the topsail braces which were hanging over the side of the ship, when another heavy wave washed him on board again. His leg was badly sprained but otherwise he suffered only slight injuries.

The *Babcock* left Puget Sound in August, 1912, for Australia, returning to San Francisco and thence going to Puget Sound to load lumber for Durban, South Africa. Leaving port in August, 1913, she arrived out safely but while at Durban was damaged to the extent of some $8,000 through being run into by a local steamer. She had been sold by Charles R. Bishop, her owner since 1907, to parties in New York, and after her arrival there from South Africa, was converted into a barge.

The first commander of the *W. F. Babcock* was the well-known Capt. James F. Murphy who, some eight years later, took the *Shenandoah.* Capt. John Dickinson then had the *Babcock* one voyage after which Capt. Robert J. Graham of Philadelphia took her. Captain Graham, who had previously been in command of the ship *Reuce,* a number of years, stayed in the *Babcock* seven years and then took the steel ship *Erskine M. Phelps.* In 1910 he retired from the sea and bought an apple orchard near Seattle, where he passed away in March, 1929. Capt. Lewis S. Colley was the fourth master of the *Babcock* and continued in her some four years. Captain Colley had previously been in the *Indiana.* He lost his life when master of the *Bangalore,* which went to the port of missing ships.

Captain Colley was succeeded in the *Babcock* by Capt. A. H. Moxen whose appointment to the captaincy of the ship is said to have been partially as a reward for his heroic conduct in connection with the fire on the *Roanoke* of which he was chief officer. Captain Moxen served three years in the *Babcock* after which Capt. M. T. Bailey made one voyage, and then Capt. F. N. Stinson one, after which the ship was sold by the Messrs. Sewall. Capt. E. R. Sterling was the first commander under the C. R. Bishop ownership and following him were several other captains for short periods.

W. R. GRACE

THE mainskysail-yard ship *W. R. Grace* was built in 1873, by Chapman & Flint, at Bath, Maine, for their own account. After the dissolution of the firm and the establishment of separate businesses by the partners, the *Grace* became the property of Benjamin Flint, who, with his sons, operated under the name of Flint & Co., and they were her owners at the time of her loss. She was named after William R. Grace, at one time Mayor of New York City and the founder of the important house of W. R. Grace & Co., largely engaged in trade with the West Coast of South America. The *W. R. Grace* was a three-deck ship, 218 feet, by 42, by 28 feet, and registered 1893 tons. She was considered a successful vessel and made money for her owners.

The *W. R. Grace* was built for the California trade and her whole sea life was spent therein. She made 12 passages to San Francisco of which 11 were from New York and one from Baltimore. Of the return runs, 10 were to Liverpool, one to New York and one, her last, to Havre. In 1888-1889 she made a round voyage between San Francisco and Sydney. The average of her 12 Cape Horn passages to San Francisco is 136 days, with 115 days as the fastest and 159 days the slowest. Returning eastward the average is 123 days; 109 days being the fastest and 131 days the slowest. Prior to her loss she had been singularly fortunate in escaping major damage by the elements. The last passage she completed was from San Francisco to Havre, 131 days, she arriving out June 2, 1889.

Leaving Havre, Aug. 3rd for Philadelphia, where she was engaged to load case oil for Japan, she was wrecked near Lewes, Delaware, as will appear later.

The *Grace* was built to be commanded by Capt. Dudley O. Black, of Searsport, Maine. Captain Black completed seven round voyages in the ship and died on board of her in June, 1882, a few days after arriving at New York from Liverpool. The Captain was a fine type of the best class of American merchant navigators and was highly esteemed by a host of friends and acquaintances. He passed away at the early age of 44 years. Prior to taking command of the *Grace* he had been master of the full-rigged ship *St. James,* built by Chapman & Flint in 1856 and sold to go under the British flag in 1873.

Capt. Joseph W. Wallnutt, who succeeded Captain Black and continued in the *Grace* until her loss, was born in Dublin, in April, 1828. At one time he was a pilot at Rangoon. He came to the United States as chief mate of the ship *Odessa,* Capt. Albert V. Nickels, of Searsport, master. Later he sailed as mate in Searsport ships and marrying a sister of Capt. Dudley O. Black, made his home in that town. There the bark *Clara E. McGilvery* was built for him in 1873. After the loss of the *Grace,* Captain Wallnutt retired from sea life and lived at home until his death in 1907.

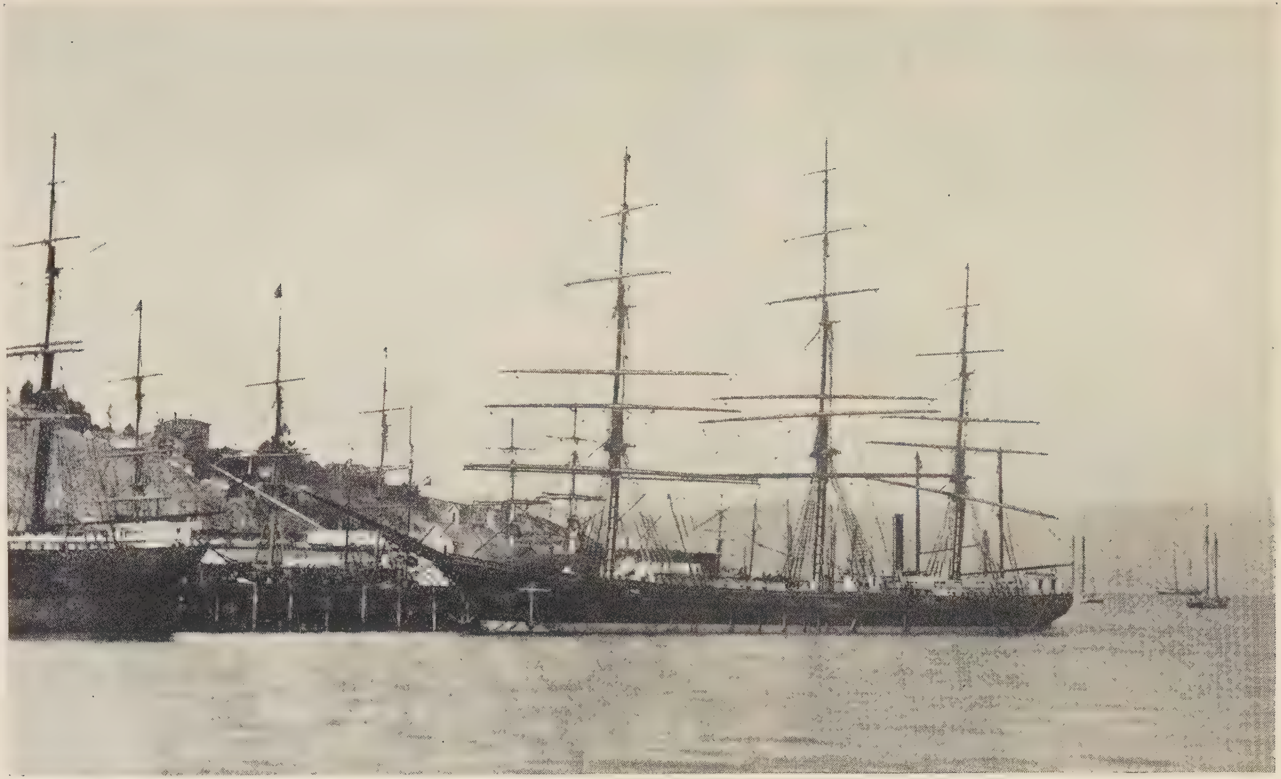
The following remarkably realistic account of the wreck of the *W. R. Grace* is from the pen of the late Capt. Arthur H. Clark, of New York, who, being in Europe and wishing to have one more sail across the Atlantic, arranged for a passage on the *Grace* from Havre to Philadelphia. Captain Clark, author of "The Clipper Ship Era," had begun his sea life in clipper ships but was then New York agent for Lloyds. The Captain wrote:

"We sailed from Havre, August 3, 1889, in the *W. R. Grace,* commanded by Capt. Joseph W. Wallnutt of Searsport, who was also a part owner. The ship had 500 tons of stone ballast and 10,000 empty oil barrels for Philadelphia. Had fine weather with moderate westerly winds down the Channel and easily outsailed all vessels in company. Worked the English coast passing quite close to the Island of Wight. On the 7th day out left Land's End under our lee. The weather continued bright and clear with only three hours of fog to within 200 miles of the Delaware.

"On Sunday, September 8th, the weather was overcast, with rain squalls and the wind increasing. Ship was making 10 and 11 knots with all drawing sails set. At 6 P.M. took in the main skysail, fore and mizzen royals, cross-jack and flying jib and at 8 P.M. got a cast of the lead with no bottom at 70 fathoms. At 9 P.M. took in main royal, fore and mizzen topgallants and mainsail. On the 9th, at 4 A.M. bottom was got at 43 fathoms. At 10.30 made land on the starboard bow, three miles distant and soon after made Cape May lighthouse and changed the course to the southward. At 12:30 sighted two pilot boats running to the westward for shelter. One of these which proved to be the *E. W. Tunnell*, signalled that they would lead us in, as the sea was too high for a pilot to attempt to board.

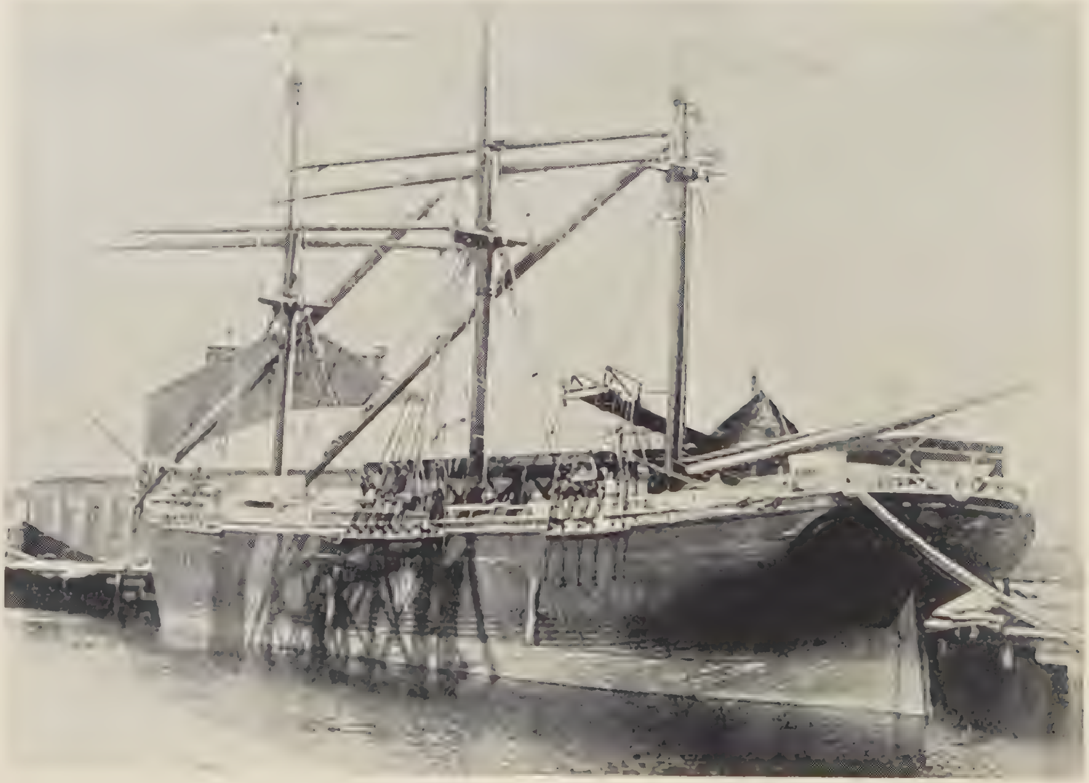
"Wore ship to the westward and stood in after her under three lower topsails and foretopmast staysail only. At this time it was blowing hard and the sea was so high that at times we could only see the mast heads of the pilot schooner and we shipped a good deal of heavy water fore and aft. At 3 P.M. sighted Cape Henlopen and soon after the pilot boarded and the tug *Battler* was engaged to tow the ship to Philadelphia and took the end of the hawser. Finding that the tug could not handle the ship, let go the anchor in nine fathoms of water, Shears Shoal bearing S.W. one half mile distant, and paid out 30 fathoms on starboard chain. At 11 P.M. it was blowing a hurricane from N.E. and we let go port anchor and paid out 48 fathoms on each chain and at midnight paid out 90 fathoms on both chains. Ship was riding with knightheads under.

"On Tuesday, at daylight, we got two 6½ inch steel hawsers on the cables as springs to prevent the windless from being torn out but they soon parted and we were obliged to get up the 11 inch manila hawser for this purpose, which held. At 11 A.M. had a terrific squall from the N.E. which was as heavy as anything I have ever experienced in a typhoon in the China Seas. We commenced to drag and drove across the Shears Shoal inside of the buoy and among the breakers, expecting every moment that the ship would strike and go



"W. R. GRACE," 1893 TONS, BUILT AT BATH, MAINE, IN 1873

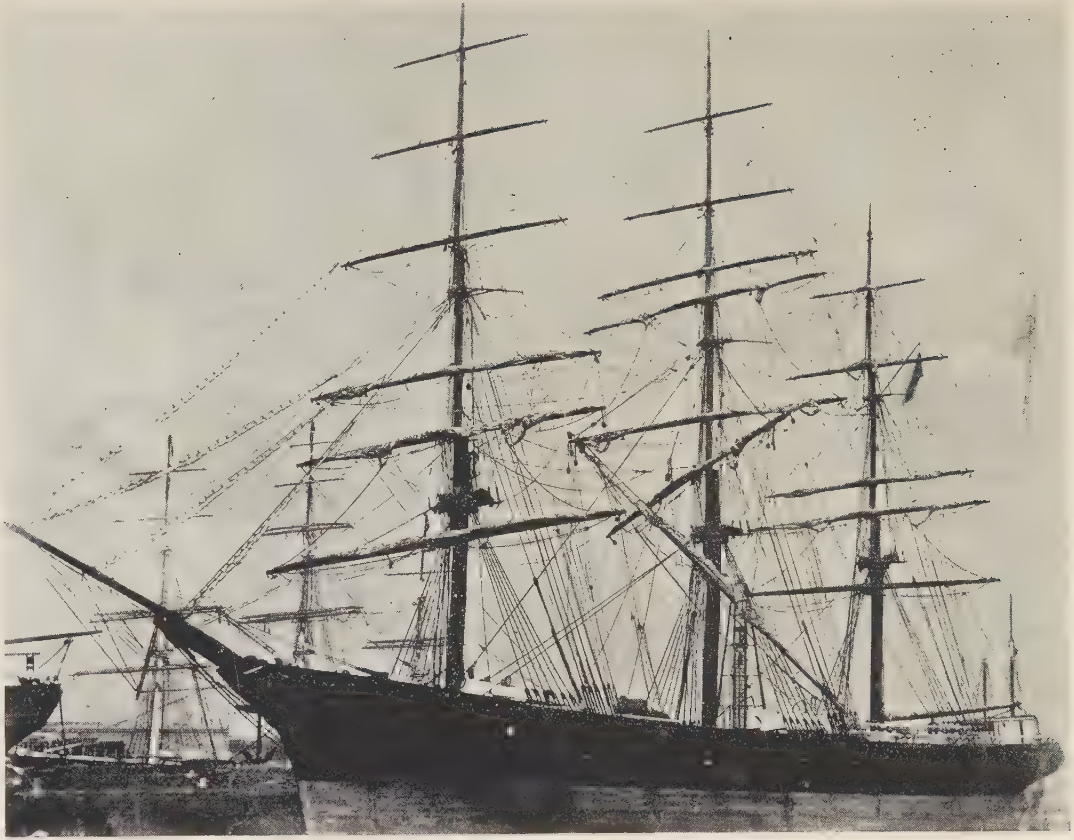
Showing her at a San Francisco wharf. Courtesy Fireman's Fund Insurance Co., San Francisco



BARK "WILLARD MUDGETT," 837 TONS, BUILT AT STOCKTON, MAINE, IN 1874

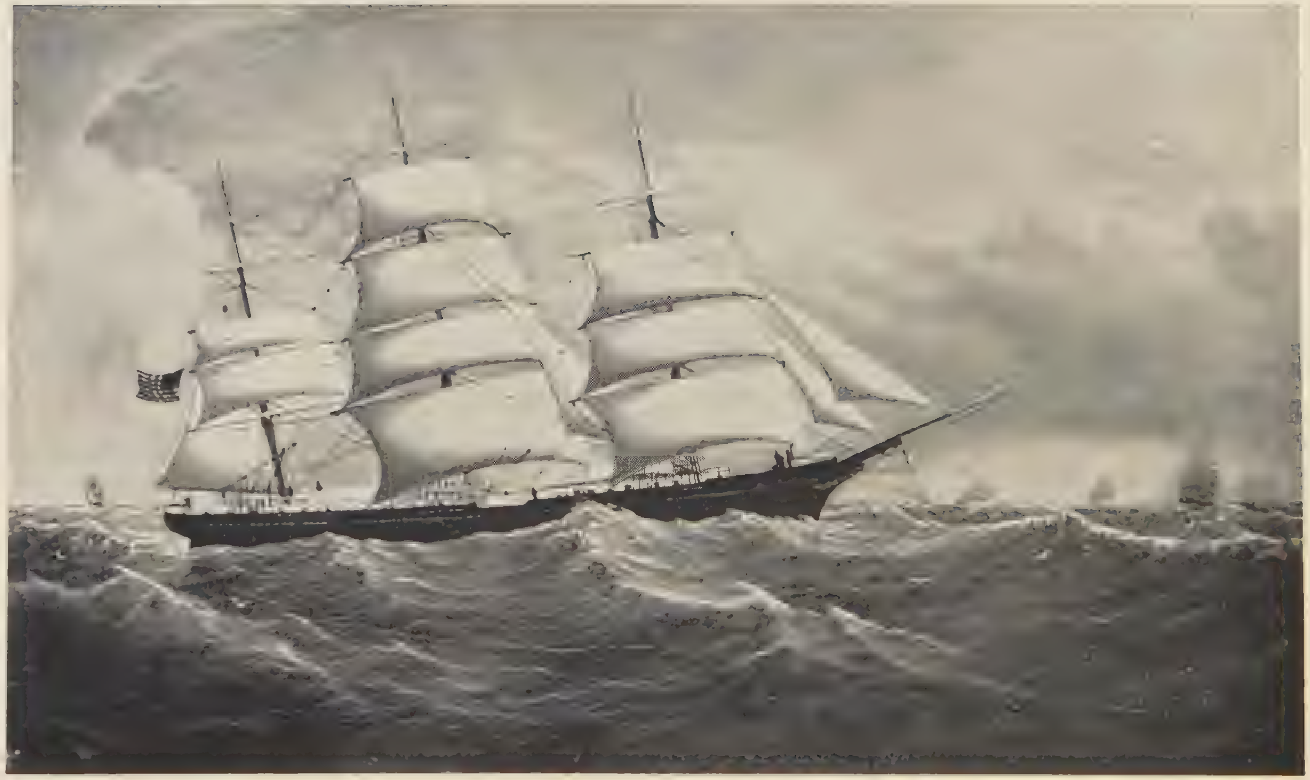
Showing her at a wharf in Boston discharging a cargo of salt during a snow storm

Courtesy Capt. P. B. Blanchard



"WILLIAM H. CONNOR," 1496 TONS, BUILT AT SEARSPORT, MAINE, IN 1877

From a photograph taken at San Francisco in September, 1880. Courtesy Fireman's Fund Insurance Co.. San Francisco



"WILLIAM McGILVERY," 1270 TONS, BUILT AT SEARSPORT, MAINE, IN 1870

From an oil painting by J. Williams, 1877, in the Macpherson Collection to pieces. But she actually went clear and drove between two large Norwegian barks which were lying so close together that I am sure that we would never have attempted to tow between them in fine weather. The sea at this time was running very high and we were riding forecastle under. We afterwards learned that during the squall the wind registered 104 miles an hour.

"The ship at this time was in a most critical position as the northeast wind was forcing her down upon the breakwater where the sea was dashing 20 to 30 feet high over into smooth water inside and where certain death awaited us. But the spring ebb tide was setting to the eastward and we decided to cut away the masts so that the wind would have less effect and the tide more. This was done in less than five minutes and the wreck cleared away. When we cut away the masts it was blowing so hard that we could scarcely hear the crash and the whole scene was so grand and terrible that our enormous masts and yards seemed like jack straws going over the side. As soon as we got rid of the masts the ship began to drive more to the southward and then brought up on the Hen and Chickens Shoal between Cape Henlopen and the lighthouse, the sea breaking over her fore and aft. At 4 P.M. we lashed a boat's mast to the taffrail and set the ensign union down for the life saving crew, but it could not reach us. The ship at this time was pounding heavily on the sands and had already knocked her rudder out. At daylight, Wednesday, we found the decks badly broken up and the ship full of water and about three feet of water in the cabin on the lee side. We bored holes through the deck to let the water off into the between decks, started a fire in the stove in the forward cabin and got coffee for all hands.

"The hurricane continued through the day and at 4 P.M. the life saving crew came along the beach and threw a rocket across our decks. We hauled their hawser on board and made fast and soon had all the gear in working order. By 5.30 every one had been safely landed with the exception of the first and second mates and myself and the steward. The life saving crew worked with great ability throughout.

"Throughout Wednesday night and Thursday morning the hurricane raged with unabated fury. The ship was pretty well buried in the breakers and it seemed at times as if she would go to pieces; but on Thursday it moderated and on Friday morning we set a signal for a tug and the *North America* came to us and sent her yawl alongside. In this I landed safely with my dog and all my luggage.

"We counted 27 wrecks within sight of our vessel and I believe the total number of vessels lost off the Delaware was 36. I may mention that the *Tonawanda* foundered the next night on the Shears Shoal exactly where we drove across and the two Norwegian barks, between which we dragged our anchors, were both driven ashore a few hours later. As far as our vessel was concerned everything was done in a shipshape manner and no vessel ever went on shore under better seamanship."

WANDERING JEW

THE *Wandering Jew* was built at Rockport, Maine, by J. Pascal, master builder, for Carleton, Norwood & Co. and was launched in September, 1877. She was 219 feet, by 40, by 29 feet, having three laid decks, and registered 1650 tons. She was a fine looking ship in all respects and famous in her day. A distinguishing feature was her flush deck, that is, she had neither poop-, monkey poop-, nor quarter-deck. A forward house furnished accommodations for the crew, the carpenter shop, galley, etc., while a house aft contained cabins, captain's and officers' rooms, spare staterooms, etc. During her sea life she had but two commanders, Capt. Henry Talpey for the first seven years and Capt. Daniel C. Nichols after May, 1885, when he purchased a master's interest.

The *Wandering Jew* was engaged in trade mainly with the Orient her only passage around Cape Horn to the westward being from Liverpool to San Francisco in 1880 in 131 days. She arrived at the latter port on four occasions from India, China or Japan, to load grain for Europe.

The first voyage of the *Wandering Jew* was to have been from New York to San Francisco but more remunerative freights offering to Europe she took case oil from Philadelphia to Antwerp. She was five days from Camden, Maine, to Philadelphia; 25 days thence to Antwerp; nine days thence to Cardiff; 118 days thence to Hong Kong and 33 days from that port to San Francisco. Up to that time her daily average, while at sea, was 134 miles, she having sailed by log 25,460 miles. Her passage from Hong Kong to San Francisco has never been beaten and when made was the record fast run. Since then it has been equaled on a couple of occasions. From San Francisco she went to Liverpool in 115 days.

This fine work of the *Wandering Jew* established her reputation for fast sailing and this was consistently maintained to the end. In 1895 she had a memorable race from Hong Kong to New York with the fast ship *Tam O'Shanter*, commanded by that noted driver Capt. Thomas Peabody. Both ships left Hong Kong at the same hour; met on several occasions after each had alternately been in the lead and finally arrived at New York together, 95 days on the passage, the race being declared to be a tie.

The *Wandering Jew* then returned to Hong Kong where, on Oct. 30, 1895, she was found to be on fire and was scuttled. Members of the crew were accused of having started the fire but this could not be proven at the inquiry which was made. The ship was later raised, her masts taken out and the hull housed over, when she was towed some two hundred miles up the river above Shanghai for use as a freight landing barge.

Capt. Henry Talpey, a native of Kennebunk, Maine, had sailed for Carleton, Norwood & Co. for many years and had commanded the bark *Bertha*, which was lost in the China Sea; the barks *Adelia Carleton* and *Samuel D. Carleton*; and the ship *John Pascal*, 1442 tons, built in 1874 and burned at sea not long after. The Captain died at Boston many years ago.

Capt. Daniel C. Nichols was born in Searsport in 1845, the son of an old-time shipbuilder. He went to sea at the age of 15 and at 24 was made master of the bark *Commodore Du Pont*, serving in her eight years and then seven years in the bark *Robert Porter*. After the burning of the *Wandering Jew* he had the *Emily Reed* until 1900, when she was sold, and then the *Manuel Llaguna* until she was barged in 1905. He then managed a woodworking mill in Searsport, several years, and passed away at Belfast, Maine, in November, 1928. Six months before his death he had been refused a license to operate his automobile and having driven a car for 14 years, without having had an accident of any kind, he took the matter very much to heart. He wrote that he had long since lost all interest in his old ships and voyages and that his auto was his sole remaining pleasure.

WHITTIER

THE ship *Whittier* was built by John Currier, Jr., at Newburyport, Mass., and was launched in January, 1869. She was 200 feet, by 27, by 24 feet, and registered 1295 tons. She was owned by John N. and William Cushing and was named after the poet John G. Whittier who wrote some lines in verse on the occasion of her launching. For the greater part of her sea life she was commanded by Capt. William H. Swap of Newburyport who had previously been master of the brig *Athens* and the ship *John N. Cushing*. Captain Swap died in October, 1882, on the ship *Nearchus*, at Manila, at the age of 47 years, 6 months. He had a brother Bradford Swap who was second mate of the ship *Sonora* when she was burned by the *Alabama* in 1863. He was later a pilot at Rangoon but died after a few years when aged only 24.

Most of the voyages made by the *Whittier* were to Australia, India or the Philippines and many originated and ended at Liverpool. In 1875 she made her only Cape Horn passage to San Francisco, leaving New York on March 22d. On May 16th, fire was discovered in the cargo stowed in the fore hold and Captain Swap bore up for Montevideo, off which port he anchored five days later but the ship drew too much water to be gotten close in. The general cargo was all discharged but 700 tons of iron was not disturbed. A small portion of the cargo was found to have been burned and there was some damage from water. The bows of the ship were badly burned from the deck to some ten feet below the waterline. After repairs were effected, the cargo was reloaded and the ship left Montevideo, October 6th, arriving at San Francisco Jan. 4, 1876, 288 days after having left New York. The fire was supposed to have originated from friction of glassware packed in hay or straw.

On July 14, 1880, the *Whittier*, while bound from Batavia to Cebu, struck on the Saracen Reef, coast of Borneo, and became a total loss.

WILLARD MUDGETT

THE bark *Willard Mudgett* was built in 1874, at Stockton, Maine, by Alvah Mudgett and was named in honor of his father whom he had succeeded in the shipbuilding business. The bark was a fine vessel, 160 feet, by 34, by 21 feet, and registered 837 tons. In her early career she was managed by her builder and her first commanders, Capt. Isaac Dickie and Capt. Ira B. Staples, also hailed from Stockton. In later years she was owned by Capt. William H. Blanchard and his son Capt. Phineas B. Blanchard, the latter being for a time her master as was also his brother Capt. Fred P. Blanchard.

For many years the *Willard Mudgett* was engaged in trade with the Far East and Australia but when sailing ships were forced off those routes she was operated on the Atlantic Ocean. On Sept. 10, 1904, she sailed from Norfolk, Va., with a cargo of coal for Bangor, Maine, where she was to load shooks for Valparaiso. Nothing was ever heard of her or any of her company after she left Norfolk and it is supposed that she foundered in the heavy southeast gale that prevailed on Sept. 13th. Capt. Fred P. Blanchard was then in command and his father, Capt. William H., then retired and a part owner in the vessel, was a passenger.

The *Mudgett* was a good sailer and while under command of Capt. Phineas Banning Blanchard, best known to his friends as Capt. Banning Blanchard, made a series of passages which are not only record but also phenomenally fast. In 1901 she left Buenos Ayres with a cargo of hay for Cape Town and after passing through a pampero, encountered strong westerly winds, the so-called "roaring forties," in which she averaged nearly 300 miles daily for the rest of the run and accomplished the whole passage in 15 days. From Cape Town she made the 5400 mile run to Barbados in 24 days and then proceeded to Boston. From that port she was 17 days to Sierra Leone, her daily average being very close to 230 miles. Then from Konakri, French Guinea, to Turk's Island, British West Indies, she averaged over 240 miles daily, making the run in 14 days. A cargo of salt was then laden for Boston and our view shows this being discharged just after a snow storm. This last passage was the hardest ever made by Captain Blanchard, his vessel being badly iced up and a number of the crew injured. The fine ship *Bangalore*, commanded by his brother Capt. Albert N. Blanchard, was 30 days making the 300 miles from off Cape Hatteras to New York at the same time.

Capt. Banning Blanchard was born at sea, Feb. 20, 1879, on board the bark *Wealthy Pendleton* of which his father, Capt. William H. Blanchard was master. He had three brothers, Albert N., Fred P., and Scott Blanchard, all of whom were also born at sea and afterwards became shipmasters. Except for eight months in the U. S. Navy, during the Spanish-American War, Capt. Banning Blanchard's entire life was spent on board ship until 1915 when he retired from sea to engage in the contracting stevedoring business in New York with his brother Albert N. He is now President of Turner & Blanchard, Inc.

Some of Capt. Banning Blanchard's experiences are very interesting and are quoted as showing a few of the high lights in the life of a shipmaster in the days of sail. His first command was the bark *Herbert Black* which he took in 1899. On one occasion his vessel loaded lumber at Bear River, Nova Scotia, and due to the excessive rise and fall of the tides she grounded twice daily, the result being that she was strained and leaked badly when afloat. When loaded she was towed to Digby Bay to secure the deck cargo and await her crew which was coming from Boston. Two crews deserted after pumping the vessel out and as conditions began to look desperate, Captain Blanchard realized that some strong action was necessary. It was learned that a crew of 10 men was on the way from Boston to man the British bark *Launberger*, then lying at Yarmouth. Captain Blanchard and his second mate (his chief officer having deserted with the last crew) boarded the train at Digby and succeeded in getting seven of the 10 men, by persuasion and other means, to leave the train and go on board the *Herbert Black*. The matter having been reported to the Digby authorities, a posse of officers was sent to search the bark for the missing men, but they having no search warrant were not allowed on board and left after promising to return the following morning properly accredited. After dark the *Black* was got under way and with a fair wind was many miles distant at daybreak. The new men, however, refused to sign the ship's articles, claiming that the vessel was unseaworthy and demanding that she put back to port.

Here was a task to try the mettle of the best of men. A leaky vessel with a shanghaied crew and that crew to a man, determined to go no further. The second mate and cook were loyal and could be depended on and the crew was told that Buenos Ayres was where the vessel was bound and that there would be no deviation. Trouble followed almost daily. When land was sighted just south of Pernambuco, the crew decided that they would pump no more and that the vessel must be abandoned. This was forestalled by the Captain having the ship's boats so damaged as to make them useless. Buenos Ayres was finally reached, the crew deserting the vessel the moment the vessel anchored in the Outer Roads. No report was made of the crew having deserted at Digby, but that crew was reported as having deserted the ship at Buenos Ayres.

While the *Willard Mudgett*, Captain Blanchard's second command, was on the African Coast, one of the hawse pipes was broken, one anchor was lost and a second damaged by the loss of a fluke. As it was impossible to get new anchors, the vessel sailed for a southern port of the United States to pick up a load of lumber for New York or Boston. On a previous voyage to Turk's Island, Captain Blanchard had learned of the loss of the bark *Annie Lewis* of Portland, a vessel of about the size of the *Mudgett*. He made for the wreck, found it, and with his bark standing off and on between Grand Turks and East Harbor, sent his mate to the wreck and in two days recovered two anchors and a hawse pipe. The *Mudgett* then proceeded on her way and completed a successful voyage.

The third and last command of Captain Blanchard was the three-skysail-yard steel ship *Bangalore* which, while off Cape Horn, in 1905, on a voyage from Philadelphia to San Pedro, Cal., was found to have her coal cargo on fire. A trench was dug across the coal in the lower hold at the foremast. This was filled with water and when it had drained into the bilges, the trench was shifted aft some 20 feet and again filled with water. These operations were continued until the trench was as far aft as the after hatch where no heat was found and the fire was effectually extinguished. No heat had developed in the 'tween deck cargo.

On one occasion the *Willard Mudgett*, then commanded by Capt. Isaac Dickie, was lying in the harbor of Kobe, during the prevalence of a typhoon, the bark *Wealthy Pendleton* lying just ahead. Capt. William H. Blanchard of the *Pendleton*, noticing signals from the *Mudgett* asking for medical assistance and it being impossible to communicate with the shore, pulled aboard Captain Dickie's vessel and officiated in the capacity of doctor at the birth of a baby girl. This child was named Clara Blanchard Dickie, after the wife of Captain Blanchard, and is now a well-known actress of Hollywood. It was rather a strange coincidence that Captain Blanchard and his son Fred P. were later lost in the *Mudgett* and that another son, Capt. Banning Blanchard, had for a time commanded her.

WILLIAM A. CAMPBELL

THE ship *William A. Campbell* was built by Edward O'Brien, at Thomaston, Maine, and was launched Oct. 29, 1867. She was 206 feet, by 41:6, by 24 feet, and registered 1494 tons. She was named after the son-in-law of Mr. O'Brien and the latter was the owner of the ship throughout her whole career.

Prior to 1882, the *Campbell* was operated in the trans-Atlantic trade, thereafter making a round voyage between Liverpool and San Francisco. Following this she returned to San Francisco from New York, having a long passage, a few days under six months, and during which she was considerably damaged in heavy weather. After her arrival out she remained in the Pacific, being employed in carrying lumber cargoes, principally from Puget Sound to Australia, thence taking coal to Southern California and then going back to the Sound, in ballast.

During the summer of 1892, the *Campbell* loaded 1,260,000 board feet of clear timber at New Whatcom, Washington, for Queenstown. Many pieces loaded were over 100 feet long and one piece labeled "Jumbo," was two feet square and 100 feet long. Her bow ports had to be enlarged when she commenced loading.

She left Puget Sound late in July and some three weeks later encountered terrific gales during which she sprung aleak and was thrown on beam ends. Finally she broke in two and was abandoned in latitude 14° north, longitude 120° west. The chief mate with 10 men and a boy, went in an 18-foot boat, while Captain Havener, his wife and child and the remainder of the crew took the larger boat. The boats had plenty of provisions but were short of water, the only supply obtainable when they were leaving the ship being what could be got out of the donkey boiler. Both boats were to keep together and try to make the Hawaiian Islands but during the first night they parted company and did not see each other again.

On Sept. 29th, native fishermen off the coast of the Island of Hawaii, saw what they considered a big log at sea and concluded to tow it in. On getting up to it they found it to be the boat from the *Campbell* containing the mate and his company. They had been without water for eight days and were in an exhausted condition, the boy particularly so. They had been 23 days in the boat and had sailed 2050 miles. The U. S. S. *Boston* was immediately dispatched from Honolulu to search for Captain Havener's boat but after a cruise of a number of days returned to port without having seen any trace of it.

Capt. Stephen Curling of Thomaston, was in command of the *William A. Campbell* during her early career. The Captain had been master of a ship named after himself which he left in October, 1859, to take the new ship *Eagle*. He was succeeded in the *Campbell* by his son Frank F. Curling, who had been mate under him who continued in command until the ship *Frank F. Curling* was launched at Thomaston, in 1878, when he transferred to her and was in her during her short career.

Capt. H. H. Hathorn was master of the *Campbell* for a number of years prior to October, 1889, when he retired from the sea to go ranching in Sonoma County, California. Captain Hathorn's last voyage in the *Campbell* was when she made the record fast passage of eight days from San Diego, Cal., to Puget Sound.

Capt. Edward A. Havener, who was in command of the *Campbell* on her ill-fated voyage, had previously been in the ship *General Knox* of Thomaston, for some time, as an officer, but made one voyage in her as master.

WILLIAM H. CONNOR

THE *William H. Connor* was built by Marlboro Packard, at Searsport, Maine, for Capt. James G. Pendleton and was launched in June, 1877. She was 210 feet, by 40, by 24 feet, and registered 1496 tons. She was the last full-rigged ship and also the largest vessel ever built at Searsport. The village had at one time been very active in the shipbuilding line but insufficient depth of water, close inshore, limited the size of the vessels constructed and most of the output from the shipyards was schooners, brigs or barks. The *Connor* was named after a prominent citizen of Belfast, Maine, and was well built, costing something over $100,000. Relatives of Capt. James G. Pendleton were part owners and during her career as a sailing ship she was commanded only by Searsport shipmasters.

The *William H. Connor* was operated in trade with the Far East during the greater part of her career of some twenty-five years and was very fortunate throughout. On her maiden voyage she took deals to Liverpool, thence going out to Bombay in 90 days, a run very gratifying to the owners and Captain and also to the citizens of Searsport. By the time the ship had completed her third voyage she is said to have paid the full cost of her construction. On three occasions she loaded coal at Liverpool for North Pacific Coast ports and in several instances crossed from the Orient to Puget Sound, then taking coal to San Francisco. She was kept moving, somewhere, when business on her regular routes was dull. Her sailing record as a whole is good. Her last voyage as a sailing ship was in 1900-1902, from New York to Fremantle, Newcastle, Manila, Hong Kong and back to New York, where she was sold to Lewis Luckenbach and converted into a coal barge. On April 22, 1909, she was lost by collision with the schooner *Hugh Kelly*, off the New Jersey Coast, not far from Sandy Hook.

Capt. John G. Pendleton, brother of the principal owner of the *Connor*, was her first master and was subsequently in command on two other occasions. Captain John's first command was the brig *Leghorn*, after which he had the bark *John Gardner* and the ships *Grace Ross*, *Borodino* and *Louis Walsh*. In April, 1888, he relieved his nephew Phineas Pendleton, 3rd, in the *Henry B. Hyde* and made the remarkably fast passage of 88 days from San Francisco to New York, then retiring from sea life. Following him in the *Connor* were Benjamin F. and Frank I. Pendleton, Wilfred V. Nichols, J. P. Butman, J. T. Erskine, J. Herbert Colcord and Benjamin F. Colcord. The latter was in command on the last voyage of the ship as a sailing vessel.

Capt. Wilfred V. Nichols came from an old seafaring family, his father being Capt. Amos Nichols, Sr., at one time in command of the ship *Martin Luther* and later managing owner of the ship *Matilda*. Captain Wilfred's first command was the bark *James G. Pendleton* and after relinquishing command of the *Connor* he was a member of the firm of Pendleton, Carver & Nichols of New York. The Captain died in September, 1927.

Capt. Benjamin F. Colcord went to sea at 19 and at an early age was master of the bark *James G. Pendleton*. He was in command of the ship *Henry S. Sanford* when she was dismasted in a typhoon off the Philippines and then took the ship *Centennial* in which he continued some eight years. Following this he had the ships *Gov. Robie* and *Abner Coburn* for a time and after the sale of the *Connor*, gave up seafaring. The Captain has served in both branches of the Maine Legislature and also in the Executive Council. At present he is the agent in Waldo County, Maine, for the Boston Insurance Company. His elder brother, J. Herbert Colcord, lost his life in the wreck of his ship *Elizabeth*, at the entrance to San Francisco harbor, in February, 1891.

The following letter written by Capt. John G. Pendleton and published in the "Shipping and Mercantile Gazette" of London, and other maritime journals, shows some of the tricks used by unscrupulous parties to outwit and harass a shipmaster in olden times. It is dated at Queenstown, April 29, 1886, and reads:

"Sir;

"For the benefit of American shipmasters visiting the port of Queenstown, I consider it my duty to make public an occurrence which took place previous to my entering that harbor, viz; At about 7 A.M. on the 22nd inst. when about six miles off the harbor, my vessel was boarded by the representative of Messrs. N. G. Seymour & Co. ship brokers of Queenstown who told me that my ship was to be ordered to Dublin; that he had seen the orders; that copies of the orders were on board all the various pilot boats except the boat I got my pilot from. He then offered to take me on shore in his boat to procure the orders and return with them to the ship for the sum of five pounds. He also stated that his employer, Mr. Seymour, had been appointed Vice Consul for America and he finally induced me to leave my ship at sea and go with him to Queenstown. When I landed there I found that there was not the slightest truth in his statements about my orders as there were none there and up to this date, April 29th, I have not got them. I had therefore to return to my ship and bring her into port; but as she was a long distance off she did not arrive at anchor until about 4:30 P.M.

"Had I not been so grievously deceived my ship would have been at anchor before 9 A.M. and consequently I lost a whole day as, owing to the lateness of the hour of arrival, the cargo could not be sampled until the following day.

"I consider such abominable conduct should be exposed and I therefore request that you will kindly publish this letter as I hope thereby to prevent brother shipmasters from being similarly taken in. "I am, sirs, yours respectfully,

JOHN G. PENDLETON,
Master ship *William H. Connor* of Searsport.

WILLIAM H. STARBUCK

THE ship *William H. Starbuck* was built by Goss, Sawyer & Packard, at Bath, Maine, and was launched in March, 1882. She was 194 feet, by 39, by 24 feet, and registered 1272 tons. She was built for account of William H. Starbuck, a shipping merchant of New York, and his associates, David B. Dearborn and Henry Villard, and was one of several ships to be used specially to transport material to the Pacific Coast for the Northern Pacific Railroad, then in course of construction. Prior to 1888 the ship hailed from New York, Mr. Starbuck being her managing owner. Then for a short time her port of registry was Portland, Oregon, with George D. Colwell appearing as her manager. In 1889 she was purchased by Troop & Son, of St. John, N. B., who also about that period, bought the ships *General McClellan* and *Fanny Tucker*. The *Starbuck* was thereafter registered in the name of James E. Stafford, a native of Nova Scotia who had removed to New York to engage in the sailmaking business. Mr. Stafford was understood to be simply the agent of the Troop firm and about this time Eastern newspapers severely criticized the system which enabled foreign owners to operate ships in American coastwise trading.

The *William H. Starbuck* made a number of passages from New York to the Pacific Coast, one of which was to San Francisco and one to San Diego. The others were to the Columbia River or to Puget Sound. At intervals she was diverted to the case oil trade with the

Far East and she also made several voyages in the coal trade on the Pacific Coast. Her passages were generally made in fair average time and prior to her loss her career seems to have been void of any extraordinary experiences. On her passage from the Columbia River to Falmouth, in 1883, she rescued the Captain and part of the crew of the Italian bark *Chiako* which had been abandoned in a sinking condition just after her mate and nine men had been washed overboard and drowned.

In October, 1898, the *Starbuck* sailed from Port Blakeley, Washington, bound to Cape Town with lumber. During the evening of the 19th day out fire was discovered in the forward hold and all efforts to control it were futile. The ship was then in latitude 13°:10′ north, longitude 131° west and at 2 o'clock the next morning was abandoned. Captain McDonald, with his wife, three small children, and a portion of the crew got in one boat. Chief mate Charles McDonald, a cousin of the Captain, had charge of the second boat and second mate Howards had the third boat. The boats were well provisioned and watered, tied together and a course set for the Hawaiian Islands. On the 4th day the second mate cast his boat loose, thinking separation would allow better chances for making land. This boat was never thereafter heard of and is believed to have upset in a squall. On the 12th day the chief mate's boat capsized due to the man steering falling asleep, and the ship's cook was drowned. The other six occupants were taken into the Captain's boat which then became overloaded and so crowded that no one could stand up. The occupants, without any head coverings, were wet by rain and chilled throughout during many nights, while by day they were blistered by the heat. Rations had to be reduced and the water allowance was a half pint per person a day. The children slept well nights but were fretful during the days and had it not been for two bottles of wine and some cans of tomatoes it is doubtful if they could have survived. After sailing 2,000 miles, the boat sighted the island of Hawaii on the 20th day and the occupants landed at Hookena with nothing but the clothes they had on. Captain McDonald and his family arrived at San Francisco, Feb. 27, 1899, on the bark *C. D. Bryant* from Honolulu.

The first master of the *William H. Starbuck* was Capt. John B. Clift who, after making one voyage, took the notorious ship *T. F. Oakes*. The Captain's last years were spent as a marine surveyor at Tacoma, Wash. He was succeeded in the *Starbuck* by Capt. Edward W. Reed who, after some five years in the ship, took command of the *T. F. Oakes,* in which he had a stormy career. Following the momentous voyage of that ship, in 1897, he retired from sea life and died in March, 1899, at Haverhill, Mass. Capt. J. J. Reynolds took command of the *Starbuck,* on her purchase by the Troops, and was her master some seven years being succeeded by Capt. Henry H. McDonald.

Capt. Henry H. McDonald, the last master of the *Starbuck,* was born at Main-a-Dieu, Cape Breton, in December, 1857, and was one of three brothers who, from near boyhood, served in American ships. Henry H., at the age of 22 years was a master in the employ of Troop & Son, of St. John and in addition to commanding the *Starbuck,* had had their ship *J. V. Troop* and their barks *Douglass* and *Hornet*. After the loss of the *Starbuck* he commanded steamers of the "A. G. Bull Line" and at the time of his death, in March, 1929, was Marine Superintendent for that company.

Capt. Charles McDonald, a brother of Capt. Henry H., was born in October, 1855, and died in July, 1929, at Seagirt, New Jersey. For some six or seven years he commanded sailing vessels belonging to Charles Brewer & Co., of Boston, after which he was 28 years in the employ of the Munson Steamship Company. He retired from active sea life a year before his death, ranking at the time "Commodore" of the Munson fleet.

Capt. George McDonald, the third and youngest brother, after giving up sail, took command of the steamer *Maine,* belonging to T. Hogan & Sons, and after the close of the Spanish-American War took her to San Francisco and Seattle where she was sold to the Pacific Coast Company and later lost at Ladysmith, B. C., under command of her new master. Captain McDonald superintended the building of the steamers *American, Hawaiian* and *Oregonian* for the American-Hawaiian Steamship Company and was in command of the

American on her first voyage. The Captain is now President of the Marine Society of the City of New York.

WILLIAM MCGILVERY

THE ship *William McGilvery* was built at Searsport, Maine, in the shipyard of Capt. William McGilvery, by his master builder Marlboro Packard, and was launched in September, 1870. She was 193 feet, by 38, by 24 feet, and registered 1270 tons. She was owned mainly by Captain McGilvery and her first master was his son-in-law, Capt. Albert V. Nickels, who had previously been in command of the ship *S. F. Hersey*. Except for one voyage during which he was relieved by Capt. Edward D. Blanchard, Captain Nickels was in the *McGilvery* until 1881 when he took the new ship *Iroquois*. Capt. Norman Dunbar had the *McGilvery* from 1881 until she was lost at sea in 1889.

The *William McGilvery* made several passages to San Francisco from Atlantic ports but most of her career was spent in the trans-Atlantic or South American trades. For many years she was a profitable ship, making her passages in fair time and generally escaping damage from the elements. Her most serious accident was on her passage from Liverpool to San Francisco, in 1886, when her rudder-head was twisted off and she received other damages during three weeks of very heavy weather off Cape Horn and was forced to put into the Falkland Islands for repairs.

On Aug. 7, 1889, the *McGilvery*, on a voyage from Pisagua to New York, was sighted in latitude 49° south, longitude 78° west, by the British ship *Norcross*, from London for Victoria, B. C. She was flying distress signals and was found to be leaking badly and in imminent danger of foundering. A strong gale was blowing and a heavy sea running but the *Norcross* lowered two boats and under great difficulties succeeded in rescuing the crew of the distressed ship. A few days later a portion of the *McGilvery's* company were transferred to the British ship *Indian Empire,* Captain Dunbar, bound to Iquique, while the rest of the party were carried to Victoria.

Capt. William McGilvery was a native of Searsport and in his youth took up seafaring. For a short time he was master of small vessels, later engaging in the shipbuilding business in partnership with Capt. Daniel S. Goodell, Sr. Subsequently the partners separated, each continuing on his individual account. Among other vessels built by Captain McGilvery were the ships *S. F. Hersey, Oneida, John C. Potter* and *Premier* (2). The Captain was financially interested in all the vessels he built and for a time was very wealthy and one of the most influential and public spirited citizens of Maine. For a time he was a State Senator and also a member of the House. At the time of his death in 1876, he had lost his fortune through endorsing notes for friends.

Captain McGilvery had four brothers, all of whom became sea captains. One of these, Capt. Henry McGilvery, gave up sea life on two different occasions to engage in shipbuilding, first at Stockton, Maine, and later at Belfast. Another brother, Capt. John W., became one of the best known American shipmasters of his time. He is referred to in the account of the ship *Premier.* A third brother was Captain James, whose first command was the brig *Charles Wesley,* built for him in 1859. Later he was in the ship *Oneida.* The fourth brother was Capt. Freeman McGilvery who took the bark *J. Merithew* when new in 1847. This bark went out to California in the gold rush of 1849 and remained in the Pacific as a coaster. At the outbreak of the Civil War, Captain McGilvery was master of the ship *Wellfleet* but gave her up to join the U. S. Army. He rose to the rank of Colonel and in the Battle of Gettysburg had charge of the artillery in the center of the Union forces, then being so badly wounded that he died while being operated upon. His body was interred at Searsport and the Grand Army organization there is named Freeman McGilvery Post in his honor.

WILLIE REED

THE ship *Willie Reed* was built at Waldoboro, Maine, by A. R. Reed & Co., and was launched June 11, 1877. She was 210 feet, by 39:6, by 24 feet, and registered 1450 tons. She was one of the best vessels ever built at Waldoboro and was owned mainly by Reed & Co., and Yates & Porterfield of New York, the latter firm being her managing owners. Her master, Capt. Oscar S. Yates of Bristol had a good interest in the ship and was in command during her whole sea life.

The *Willie Reed* was employed in trade principally with Australia and the Far East, making but three Cape Horn passages to North Pacific Coast ports. She was conceded to be a good sailer but according to information now available one of her fastest, if not her fastest run, was that from San Francisco to Dublin made in 114 days. On July 1, 1882, she and the ships *Jabez Howes*, *Seminole* and *Eliza McNeil*, sailed from San Francisco and were close together four days later. Capt. John B. Emerson of the *McNeil* wrote that his ship outsailed all except the *Willie Reed* and on another occasion when both these ships were near Cape Horn, bound to the westward, the *Reed* was given credit for sailing somewhat faster than the *McNeil*.

The last completed voyage of the *Willie Reed* was in 1893-1894, from New York to Astoria, in 153 days — Astoria to Queenstown in 124 days, she then being ordered to Ipswich to discharge. On Feb. 12, 1894, she got ashore at Point San Quentin, on the French Coast, near Royan, and became a total loss.

WILLIE ROSENFELD

THE ship *Willie Rosenfeld*, named after a young son of John Rosenfeld, a prominent shipping merchant of San Francisco, was launched from the yard of Arthur Sewall & Co. at Bath, Maine, on Sept. 23, 1885. She was 2455 tons, gross; 2353 tons, net; 266:5 feet long, by 44:8 beam; the hold was 19:1 feet in depth, and the between decks 8:7 feet in height. She was the largest ship built by the Sewalls up to that time and second to none in construction having cost about $125,000. On her first appearance at Liverpool she attracted much attention, one naval architect calling her model the acme of perfection she having a fine entrance, a good run, easy quarters and a handsome sheer. She was a skysail-yard ship, with the main truck 170 feet above the deck, and spread about 7000 yards of canvas in a single suit of sails. She was owned mainly by her builders although John Rosenfeld and a few others, including Captain Dunphy, had interests. A full-length image of the youthful Rosenfeld, who had died six months before the ship was launched, did duty as a figurehead.

Capt. A. G. Boyd took the new ship from Bath to Baltimore, where she was turned over to Capt. William H. Dunphy, formerly in the ship *Occidental*, and except for one voyage made by Capt. Wylie R. Dickinson, as relieving officer, Captain Dunphy continued in the ship until she was lost.

The maiden voyage of the *Willie Rosenfeld* was from Baltimore to San Francisco and Liverpool. Thereafter she was operated between San Francisco and New York or the United Kingdom, until 1894. She then took coal from Cardiff to Acapulco, thence going to Puget Sound, Valparaiso and New York. On the following passage she met her fate.

The average of eight passages made from North Atlantic ports to San Francisco made by the *Rosenfeld*, is 131 days, the fastest and slowest being from Liverpool in 114 and 147 days. On the latter, unusually heavy weather was encountered practically throughout and a number of sails were lost on different occasions. The average of six passages to Liverpool, direct, is 120 days and of the eight made to the United Kingdom, 123 days, the two fastest being 113 days each, to Liverpool, and the slowest, 141 days, to Queenstown, on which occasion she was in danger of foundering stern first. She had left San Francisco on Sept. 5, 1893, and had moderate weather until Jan. 8, 1894.

On that date the ship was running by the Azores, trimmed down to two lower topsails, with two men at the wheel and Captain Dunphy standing in the wheel house directing the steering. Suddenly the wind, which had been blowing with hurricane force, ceased and a flat calm ensued but almost immediately a small tidal wave struck the stern of the ship, picking up and heaving the wheel house against the end of the after house. The ceiling fell in and Captain Dunphy was washed across the deck a couple of times, semi-conscious and half drowned. Starting to clear himself from the wreckage, the Captain discovered that his right leg had been knocked out of its socket. With the help of the cabin boy he got on top of the after house and made himself fast to the mizzenmast. The mate and the watch below were called and extricated the two steersmen out of the wrecked wheel house to find that one had a leg and an arm broken and the other a leg and both arms broken. The wheel itself was found to be broken in twelve pieces. Captain Dunphy got the boy and the steward to assist in pulling his leg back into position but the steward flunked. The boy then stretched a line along the spanker boom and after hard work the leg was reset. The Captain finally got below where he set the broken limbs of his men. It was found that a seaman had been caught between the after and forward houses when the wave came aboard, and killed outright, while eight others had been severely injured. Many sails had been blown away and two days later others were lost in a heavy squall. A crutch was fashioned for Captain Dunphy who navigated the ship while the mate attended to the sailing and two weeks later the ship reached Queenstown.

On the passage to San Francisco, preceding this momentous one, the *Rosenfeld* had the unusual experience of meeting with light and baffling winds for the whole 20 days taken in rounding the Horn.

On April 23, 1896, the *Willie Rosenfeld* sailed from New York bound for San Francisco, but foundered in a gale some 400 miles off the coast of Brazil. Captain Dunphy and part of the crew landed at Santa Catherina in one of the ship's boats, on Aug. 20th, but two boats containing 14 men were never heard of.

WINGED HUNTER

THE ship *Winged Hunter* was built by John Currier, Jr., at Newburyport, Mass., for Charles Hill & Son of Boston, and was launched in January, 1864. She was 191:6 feet, by 36:5, by 23 feet, and registered 1170 tons. She was built for the general carrying trade, was of full model and had no pretensions of being a fast sailer.

In May, 1879, the *Winged Hunter* was at Liverpool in need of considerable repairs. For the beneft of all concerned she was ordered to New York that these might be effected at that port. On the passage from Liverpool she was forced to put into Bermuda in distress. Some minor repairs were made and the passage to New York was resumed. However she had to again put back in distress; was patched up and eventually reached New York in very poor condition. Not having left Liverpool in a seaworthy condition, the question of liability of underwriters under the subsequent various and extraordinary conditions, proved a difficult matter to settle. To expedite adjustment, the ship was sold after arrival at New York, bringing about $22,000. She went under the German flag, was renamed *Mimi* and was operated in the trans-Atlantic oil trade until May 17, 1886, when she foundered on a passage from New York to Fiume.

The first commander of the *Winged Hunter* was Capt. Francis M. Hinckley of Barnstable, Mass., and the maiden voyage of the ship was from Boston to San Francisco, thence to Callao, Hamburg, and back to her home port, the whole round occupying some 19 months. Captain Hinckley later took the ship *Leading Wind*, in which he owned an important interest.

Many different masters followed Captain Hinckley in the *Winged Hunter*; of these, Capt. Loring B. Small was in command for the longest period. Captain Small had previously been in the Newburyport ship *Guiding Star* and after relinquishing captaincy of the *Winged Hunter*, in favor of his mate, Daniel A. Panno, he took the ship *Harmonia*, carrying ice from Boston to the East Indies for the Tudor Company. In 1883 he bought a controlling interest in the ship *Ocean King*, then laid up at San Francisco, but never sailed in her.

He died in July, 1884, while on his way from San Francisco to his home in Stockton, Maine.

Capt. Daniel A. Panno, also a native of Stockton, Maine, made three voyages in the *Winged Hunter* and died on board the ship while she was at Calcutta in 1877. Among other masters of the ship were Capts. Edmund S. Raynes and Joseph D. Small, both of Newburyport.

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Front, l. to r.: Capt. Jerome Tapley and Capt. George Tapley. Rear: Capt. Wm. Tapley, Capt. Robert Tapley, Deacon Tapley, Capt. Abraham Tapley, Capt. Thomas Tapley, and Capt. John Tapley.

Of the eight brothers, only Deacon Tapley did not become a master mariner and command a ship. They are well remembered in Maine today as . . .

THE AMAZING TAPLEY BROTHERS

by Warren C. Carberg

■ WHEN BROOKSVILLE, MAINE, observed its 150th Anniversary a year ago last summer, the dust of time was brushed from the amazing careers of the seven (of eight) Tapley brothers who were deep-sea mariners of a century ago. They all went to sea as boys and became full-fledged mariners in command of ships when they were hardly old enough to vote. These men symbolized the age of sail.

Here, in the yards of a little town, 61 sea-going vessels were built of good Maine timber. Today, only a few could guide a visitor to their locations. The sound of calking hammer is no longer heard in the many busy yards of an area where, within one century, 3,000 vessels of all types were built. In addition to Brooksville, shipyards were operated at Bangor, Brewer, Orrington, Belfast, Northport, Bucksport, Castine, Deer Isle, Isle Au Haut, Hampden, Isleboro, Lincolnville, Orland, Penobscot, Rockport, and Camden, Searsport, Brooklin, Stockton, Vinalhaven, North Haven, and the Fox Islands. And in the nearby towns of Rockland, Thomaston, and Warren 2500 more were built and outfitted.

But in Brooksville, although the ships, the men who sail them, and the builders have vanished, it is doubtful that the Tapley brothers will ever be forgotten. Of the seven, the one likely to be remembered best is Capt. George H. Tapley. He followed the sea for 52 years. He doubled the Horn nine times, made 19 voyages to the West Indies, crossed the Atlantic 26 times, and the South Atlantic and Indian Oceans four times. He crossed the equator 17 times. He made his first voyage at 13, and at 19 commanded a ship.

He taught navigation to the boys in town after he retired. He ran a taut ship, but was tenderhearted with children when ashore and brought them a hatchful of souvenirs.

In the town, people still talk about the great tragedy of the second of his

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WITHDRAWN

(Continued from page 123)

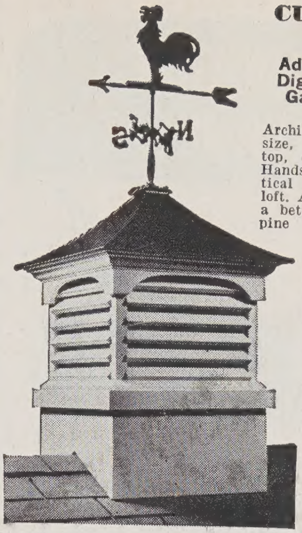
In 1873, Jerome Tapley's three-masted schooner, *David Wasson,* was destroyed in a hurricane. After clinging to the ship for six days, without food or water, the crew was rescued by an English brig and brought to Montevideo; but in order to reach home they had to sail to Liverpool and cross the Atlantic again. They had been so long overdue that everyone in Brooksville assumed they had been drowned. Imagine the joy in their home town when they reappeared after many months!

The father of the brothers was Robert Tapley, also a master mariner. He was the son of Peletiah Tapley, who came to Brooksville (then Bagaduce) as a young man and married Sally Stover. Peletiah and Sally had 16 children, and they used the names in a little "ballad" which is well known by the Tapley clan: "Joel, Nancy, Luther, John, Job, Mary, Elsie, Pel, Bill, Tom, Bob, Becky, Sally, Lucy, Sukey and Little Benny who died."

The only surviving child of the seven sea captain brothers is a spry 97-year-old widow, Mrs. Laura Tapley Perkins. A memento she possesses is a bill of lading, in the neat handwriting of her father, Capt. John Payne Tapley, when he commanded the bark *Ironsides* and took his young bride Emily Wasson on a voyage from Bangor to Montevideo with a cargo of assorted lumber. One item carried on this voyage was a "carriage worth $250."

Mrs. Perkins makes her home with her daughter, Mrs. Ruth Tapley, a widow of Harry Tapley, a grandson of Deacon Simeon.

Time goes on and tangible reminders of the past become scarce. But it is unlikely that Brooksville will ever forget her ships and the men who sailed them—particularly the seven Tapley brothers. ♦♦



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